

was instructed to have equipment ready to attempt to open the McKenzie Pass March 1st.

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

Roy A. Klein
State Highway Engineer
and Secretary

H. B. Van Duser
Chairman
C. E. Gates
Commissioner
Robert W. Sawyer
Commissioner

Portland, Oregon, January 26, 1928.

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

H. B. Van Duser, Chairman
C. E. Gates, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Commissioner Sawyer was absent in Washington, D. C.

Bids were received on the following projects:

ALSEA HIGHWAY

ALSEA MOUNTAIN-PHILOMATH SECTION - SURFACING AND RESURFACING

H. G. Johnson	\$68,974.00
Hammel & Bartlett	69,461.00
Kern & Kibbe	69,821.00
S. Simonsen	71,375.00
A. Milne	73,984.00
Wren & Greenough	79,739.00
Washburn & Hall	88,880.00
A. C. Greenwood	103,261.00

PACIFIC HIGHWAY

CANEMAH-NEW ERA SECTION - GRADING

John Slotte & Co.	\$109,716.00
P. L. Crooks & Co.	115,898.00
O. D. Wolfe & Son	118,440.70
Parker-Schram Co.	119,545.50

Cont'd

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Canemah-New Era Section - cont'd

A.C. Greenwood	\$120,982.00
C. R. Johnson	131,740.50
Kern & Kibbe	134,874.00
United Contracting Co.	145,295.80
Caufield Co.	157,367.00

TUALATIN VALLEY HIGHWAY

MULTNOMAH COUNTY LINE-BEAVERTON SECTION - GRADING

Edlefsen-Weygandt Co.	\$ 46,773.00
Meyers & Co.	46,801.00
O. D. Wolfe & Son	47,513.50
F. M. Bullis	50,920.00
A. C. Greenwood	52,110.00
Chas. F. A. Lair & Co.	54,800.50
Mayer & McMillan	55,459.00
Parker-Schram Co.	56,096.00
Earl L. McNutt	56,485.50
Washburn & Hall	57,261.50
United Contracting Co.	57,658.50
John Slotte & Co.	58,284.50
Kern & Kibbe	61,322.00
George Abraham	63,600.00
P. L. Crooks & Co.	65,020.00
Peterson & Scott	66,445.00
Wren & Greenough	68,302.50
G. K. Howitt	68,637.50

Commissioner J. E. Snider of Lake County asked for surfacing the Chalk Cliff - Paisley Unit of the Fremont Highway. He was advised that an appropriation of \$5000 had been made for covering the soft sections on the northwest end with bank-run gravel so as to make an all-year road. Commissioner Snider suggested that in considering the Silver Lake-Summer Lake Section of the Fremont Highway the mile and one-half of heavy work on the hillside section north of Picture Rock Pass (summit between Silver Lake and Summer Lake) be eliminated from the project and the present road used for the present. Further, that the money thus saved be used to extend the road toward Silver Lake (town). The engineer was instructed to report on this feature at the next meeting. Commissioner Snider stated that the County Court wants the grading of the Silver Lake-Summer Lake Section taken up this year to the extent of their credit on previous cooperative projects. Referring to the unimproved section of the Fremont Highway known as the New Pine Creek Unit, six miles in length, on the Lakeview-California State Line Section, the Lake County Court asked that the surveys be completed and the grading project advertised for the county, the arrangement being that the county should pay for the full cost of the project. The Engineer was instructed to prepare plans and specifications and advertise the project when the right of way has been secured.

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Judge Mast and Commissioner Klockars of Coos County urged the Commission to take over the Coos Bay ferry between North Bend and Glasgow. Chairman Van Duzer asked Judge Mast if the state could take over the ferry operation without the people assuming that such action settled the bridge controversy. Judge Mast stated, "We would not want it to do that." Mr. W. U. Douglas of Marshfield: "We have no objection to the state taking over the North Bend-Glasgow ferry." J. E. Snyder of North Bend: "We are not opposed to the Eastside bridge, but we are opposed to routing the Roosevelt Highway on the east side of the bay. We understand that there must be a bridge somewhere on the bay to give the people of Coos River an outlet, but if constructing this bridge means rerouting the Roosevelt Highway we will fight it. North Bend is now most interested in having the State take over the Roosevelt ferry." Mr. W. U. Douglas: "It seems to us that a ferry on Coos Bay is entirely inadequate to handle traffic and but a temporary expedient. A bridge on the lower Coos Bay will offer material interference to navigation and would not be favored by the people except at North Bend. The bridge at Eastside and the rerouting of the Roosevelt Highway on the east side of the bay would be the permanent way of settling the present controversy." The Chairman replied that the Commission had repeatedly taken the stand that state highway bridges should not be placed where they would impede navigation. The Chairman announced that no action would be taken on this matter until all members were present but that it was anticipated a decision would be reached at the next meeting. Anson Rogers, Chairman of the Port of Coos Bay Commission, and Richard Whitty, Mayor of Eastside, also were present.

Judge Williams of Harney County Court, Bill Hanley, L. S. Geer, M. A. Biggs, E. C. Dillman, C. N. Young and J. C. Cecil of Burns were present in the interest of completing the grading of the Central Oregon Highway from the Lake County line eastward and surfacing the Sage Hen Section about 13½ miles in length. On the latter Judge Williams stated that Harney County had \$15,000 of cooperative money. The Chairman replied that work on the Millican-Hampton Unit would be continued until completed, but that the Commission were not prepared to answer as to other projects at this time. Archie McGowan stated that the people were very much pleased with the unit of the desert type already completed. L. S. Geer expressed appreciation of work done and urged completion of the road as soon as possible. Whitney L. Boise, representing the Land Settlement Committee of the Portland Chamber of Commerce, thanked the Commission for what had been done. Commissioner Gates stated that the Commission has had the Central Oregon Highway continually in mind and that as funds are available the improvement will be continued. George Aiken of Ontario and Commissioner Morgan of Malheur County asked the Commission to consider the completion of the Central Oregon Highway between Burns and Vale. Special reference was made to a unit through Harper Valley on which he said satisfactory right of way arrangements had not yet been made with the Pacific Livestock Co., but that negotiations would be continued. Mr. Aiken asked for some work in the Malheur River Canyon between Juntura and Jonesboro, which he said was the worst section between Juntura and Vale. The Chairman replied, "The Commission is unquestionably friendly and want to do all they can, but haven't the money and can't do it now."

Judge Patterson and Commissioners Yokom and Shaw of the Grant County Court, and E. J. Bayley, E. L. Kent, C. R. Smith, Al Lucas and Herman Oliver, all residents of Grant County, urged consideration of the north road to Pendleton and the south road to Burns. Judge Patterson asked that the survey be made of the section between Dale and Long Creek, not with the idea that it be constructed now but so that county market road funds could be planned for future expenditure on it as it has a market road designation. He urged that the Hamilton-Long Creek road be placed upon the forest highway map and thus be made eligible for forest aid, adding that Grant County expected to expend some county money this year on the grading between Hamilton and Long Creek. Judge Patterson asked that the grading of the John Day-South Forest Boundary Unit of the Pendleton-John Day Highway be placed on the program. A further request was made that application be considered for work on the Burns-Canyon City road in Grant County as a part of the 1928 forest road program. The Chairman replied that these projects would be discussed in the joint conference with the representatives of the Bureau of Public Roads and the Forest Service.

R. E. Wright, County Commissioner of Wheeler County, asked that the surfacing of the Spray North 6½ mile section of the Heppner-Spray road be included in the forest road program.

A. L. Veazie, representing the Columbia-Deschutes Power Company, stated that his company had agreed to deed to the state the Finnegan quarry at M. P. 35.9 on the Sherman Highway for a \$1.00 consideration, which was accepted. In view of this action, the Commission voted to authorize the exchange of a small area at the junction of Highway No. 39 and the Columbia River Highway near the mouth of the Deschutes with the Columbia-Deschutes Power Co. The Attorney was instructed to arrange for transfer of title.

The Commission met at two o'clock P. M. with representatives of the Bureau of Public Roads, Messrs. Purcell, Elliott and Farmer, and representatives of the Forest Service, Messrs. Granger and Dater, for the purpose of holding a hearing on various proposed projects submitted by the counties for the 1928 forest road program. The Chairman stated that in the absence of Commissioner Sawyer it had been decided that no definite decisions would be made today but that a selection of the projects for the 1928 forest program would be made at a later meeting when all members of the Commission were present.

H. H. Weatherspoon of Elgin appeared in behalf of the Weston-Elgin road. He stated that Union County desired to complete its county highway system and wanted to connect with the road through the Wenaha National Forest, but first they must know where the connection is to be made at the east Forest Boundary. For that reason, Mr. Weatherspoon asked that the location surveys be made this present year, stating further that it was not their intention to ask for construction this year. Judge Schannep stated that Umatilla County had completed 7 miles east from Weston and that they are interested in the completion this year of the forest section about six miles in length from Toll Gate westward

which was slashed last year. Umatilla County expects to continue the improvement outside of the forest.

Senator B. L. Eddy, accompanied by Judge Quine, Guy Gordon and F. C. Frear, asked for a reconnaissance survey on the 22 miles of the North Umpqua Road between Steamboat Creek and Big Camas Ranger Station which would connect up the gap between these points. Senator Eddy stated that Douglas County would cooperate on this reconnaissance survey.

Representing the Salmon River Highway Improvement District, Chairman C. M. Warren and F. C. Robinson, J. C. Barry, I. L. Withrow, John Boyer and Geo. Hodges, trustees, were present. Accompanying the delegation were M. F. Corrigan, E. C. Apperson, W. S. Link, J. C. Compton, W. F. Dielschneider, Eugene Marsh and Budd Jones. Senator W. T. Vinton, attorney for the district, asked for state assistance in surfacing the 6.5 mile unit between New Grande Ronde and the Tillamook County Line on which the grading has just been completed. He stated that the balance of the district's funds were being conserved to secure right of way for the west extension of the forest project to Otis on new alignment. The Chairman stated that the Commission could not consider the surfacing project as requested because it was not a part of the state highway system. Senator Vinton asked, in behalf of the district, for the continuation of the grading on the forest project about 2½ miles in length west of the Tillamook County line which will close the gap between the two contracts. The Engineer was instructed to report at the next meeting on the survey between Dolph and Boyer via the Nestucca River route.

Fred Assenheimer referred to a unit of the Roosevelt Highway north of Gardiner. He stated that the \$20,000 of cooperative funds of the district were ready and that the Douglas County Court were prepared to cooperate also. Commissioner Clough stated that Douglas County was now ready to cooperate to the extent of \$20,000 on the basis of 1/6 county, 1/6 district, and the balance state or federal funds, provided that the county payments be divided into three annual payments as follows: \$5,000 in 1928, \$7,500 in 1929 and \$7,500 in 1930. The Chairman stated that this offer of cooperation would be taken under advisement.

Judge Barnard and Commissioners Hurd and Anderson, accompanied by George Kelly of Westfir, Curtis Harris of Eugene and Claude Jones of Oakridge, asked for a five mile grading unit east of Goodman Creek and continuation of the work to Oakridge. The Chairman stated that the Commission will go ahead and the 5 mile unit as requested would be undertaken next and added further, "You are not misunderstanding this or you haven't the idea that the Commission have predicated themselves to complete this all at one fell swoop, have you?" Judge Barnard replied, "It will be completed by 1929 anyway. We are asking for reasonably continuous work. It will not be of any benefit to us until it reaches Oakridge, and that is as far as we are asking at this time."

With reference to the McKenzie Highway, the Chairman stated to the Lane County Court, "While we are naturally desirous of as wide a right

of way as possible, yet we know that there are some places where a wide right of way might work an inconvenience to some people and might not be needed, therefore we might take a 60 foot right of way with an agreement as to building on the 10 feet on each side in the future."

Senator Ed Bailey of Junction City, accompanied by the Lane County Court and O. E. Crowe, asked for the Cheshire-Harpole School Section. The Engineer presented a map showing the various alternate routes for the eastern end of the Willamette Valley-Florence Highway and suggested that further study be given to the whole situation before deciding on the Cheshire-Harpole location.

Senator Bailey stated that it was the intention to put a four mill special levy on the ballot at the next election, two mills for the McKenzie and two mills for the Willamette Valley-Florence, and if the committee having the matter in charge could assure the people of Lane County that the Highway Commission would put some money on the road, he was sure that the special tax levy could be carried. The Chairman stated that in view of the proposed initiative \$3.00 license measure, the Commission could not pledge funds for that road now.

A delegation from Salem and Marion County consisting of Mayor T. A. Livesley, State Treasurer T. B. Kay, Senators Sam Brown and Lloyd Reynolds, County Judge J. C. Siegmund, County Commissioners J. E. Smith and John Porter, Frank Deckebach, C. E. Wilson, Geo. Vick, W. M. Hamilton, Walter Spaulding, P. H. Eiker, W. H. Dancy, Wm. Gahlsdorf, B. C. Miles, T. M. Barr, B. E. Sisson, W. L. Phillips, C. F. Giese, P. M. Gregory, C. A. Kells, W. S. Needham, W. J. Liljequist, W. W. Moore, A. A. Lee, Oscar Price, W. F. Buchner, W. J. Culver, E. W. Hazard, H. S. Gile, N. C. Kafoury and A. A. Gueffroy was present in the interest of the North Santiam Highway. County Commissioner J. E. Smith stated that the Niagara-Detroit Section had been improved as a forest highway by cooperative work between Marion County and the Government and they desired that the unit from Detroit east to Sisters be designated as a part of the forest highway system and thus made available for forest highway aid. Judge Siegmund stated that the county did not ask for immediate construction, but urged that a survey be made during the present season to determine the feasibility of the route. Mayor T. A. Livesley stated that this highway would be a great help in the upbuilding of Salem and Marion County by affording direct access to Central Oregon. George Vick, President of the Salem Chamber of Commerce, and Senator Lloyd Reynolds also spoke in behalf of the project. W. J. Culver, County Roadmaster of Marion County, introduced a map showing an old railroad survey up the North Santiam via Hogg Pass which has a maximum grade of three per cent. Thos. B. Kay, State Treasurer, urged that Marion County had contributed largely to the state highway funds and had received only the paving of the Pacific Highway. He urged that this was the logical route to build, being intermediate in distance between the McKenzie and the Mt. Hood-Wapinitia Project and that it afforded a short route between Central Oregon and the Capital City. He further urged that the survey be made as requested. Mr. Granger asked, "Is the county offering any cooperation on the cost of the survey?" Commissioner Smith replied, "I think that we would."

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At four o'clock the Chairman announced the following awards of contracts:

Multnomah County Line-Beaverton Section of the Tualatin Valley Highway in Washington County, 3.0 miles grading, the contract is awarded to the low bidder, the Edlefsen-Weygandt Co., at \$46,773.00.

Canemah-New Era Section of the Pacific Highway in Clackamas County, 4.67 miles of revision of alinement and widening roadbed. The low bid by John Slotte & Co. at \$109,716.00 is satisfactory but being a federal aid project not yet approved by the Bureau of Public Roads, the award will be referred to the Engineer with authority to act when federal approval is secured.

Alsea Mountain-Philomath Section of Alsea Highway in Benton County, 6.1 miles surfacing and 5.9 miles of resurfacing, the contract is awarded to the low bidder, H. G. Johnson, at \$68,974.00.

No bids having been received on the concession at Emigrant Park, the Engineer was instructed to readvertise the project and receive bids at the next meeting.

A delegation favoring the South Santiam route between Cascadia and Sisters presented their claims for forest highway aid. This delegation consisted of Judge M. R. Biggs and Commissioner Carey W. Foster of Crook County, Judge H. H. De Armond of Deschutes, Judge Moses of Benton County, Judge B. M. Payne and Commissioners Hume and Renninger of Linn County, Dr. J. H. Robnett, A. M. Hammer, C. H. Murphy, Leonard Gilkey and J. H. Ralston of Albany, Dr. N. E. Irvine, S. I. Stewart, Wm. Bohle, Paul Mitchell, M. D. Shanks and Don Kennedy of Lebanon, D. L. Peterson of Toledo, A. L. Grant and S. M. P. Dolan of Corvallis and L. M. Bechtell of Prineville. J. H. Ralston as spokesman stated that they desired to have built the 2.9 miles between Cascadia and the Ranger Station, believing this would be a great convenience to the Forest Service and that Linn County would cooperate \$10,000 on this unit. He further urged that the survey be made to the foot of Seven Mile Hill so that the right of way could be established and held in the event of future railroad extensions. Mr. Ralston stated that Linn County would have between \$60,000 and \$70,000 each year to spend on the Santiam Highway and urged that a continuous program be laid out for the construction of this highway. Judge Biggs, Judge De Armond, Commissioner Foster, D. L. Peterson, S. M. P. Dolan and L. M. Bechtell spoke in favor of the project.

H. W. Morris, C. B. Hallmark, James Quigley and Marion Ruble of Waldport, D. L. Peterson of Toledo, S. M. P. Dolan, Al Pierce and A. R. Grout of Corvallis were present in the interest of further work in Lincoln County. Mr. Morris pointed out the need of a new bridge across Lint Slough at Waldport and asked that it be considered as a forest project. The Commission were urged by members of the delegation to commence the construction of the Yaquina-Alsea Section of the Roosevelt Highway. The Chairman explained that the project had been submitted for federal aid but had been rejected because of the toll ferries across both Yaquina and

Alsea Bays and that thus far no way had been found of meeting these conditions.

Judge Bengé and Commissioners Bleakman and Davidson of Morrow County asked for further forest highway aid on the Heppner-Spray road in Morrow County.

Judge Biggs and Commissioner Foster of the Crook County Court and L. M. Bechtell of the Prineville Business Men's Club asked for the completion of the Bear Creek Road to the Central Oregon Highway connection which they argued would be a great help to Prineville.

Judge De Armond of Deschutes County filed a written statement that Deschutes County had available \$15,000 for cooperation on the Fremont Highway.

It was agreed with the representatives of the Bureau of Public Roads and the Forest Service that a further meeting would be held about the middle of February when all members of the Commission could be present at which the definite forest highway program for 1928 would be worked out.

A. E. Wilson, H. A. Alexander, E. Stipe and Joe Keller of Beaverton asked that the proposed new location through Beaverton one block north of Main Street be definitely adopted as the state highway route. The delegation stated that the previous proposal to widen the pavement on Main Street had been killed in the City Council by a remonstrance of the majority of the property owners. After some consideration, on recommendation of the Engineer the route approximately one block north of Main Street was adopted as the route of the Tualatin Valley Highway provided there was no holdup on the right of way.

A request was received from the County Court of Josephine County in the form of a signed resolution to extend Market Road No. 1, known as the Grants Pass to Williams Market Road, about three miles up Williams Creek more specifically described as from Williams Post Office to the Dunkard Church. The Market Road Engineer recommended approval. The Commission, on motion which was carried, adopted the Williams Creek extension to Market Road No. 1 as requested by the Josephine County Court.

The County Court of Morrow County by signed resolution requested the Highway Commission to eliminate from the Morrow County Market Road System Market Road No. 4, known as Little Butter Creek, which extends from Lena north to a junction with Big Butter Creek. The Market Road Engineer, in view of the fact that it was not an important road and that market road funds would not be available for the project for several years, recommended that it be taken off the system. The Commission voted to approve the request of the County Court of Morrow County for the elimination of Market Road No. 4 from the Morrow County Market Road System.

The Engineer reported that progress was being made in the working out of the engineering features involved in changing the highway location through the Narrows of the Santiam River west of Sweet Home to accommodate

the Linn County Logging and Lumber Railway.

A request was received from J. J. Lynott, operator of the concession at Bradley Park, Clatsop Crest, Columbia River Highway in Clatsop County, for an extension of his lease which has approximately one more year to run. This extension was desired, he stated, in order to justify an expenditure for awnings, new fixtures, etc. The Commission voted to extend the lease for one year, or until February 28, 1930.

The Commission authorized the purchase of additional right of way from the owner, Don Newell, at Miles Crossing on the Astoria-Seaside Section of the Roosevelt Highway. This additional right of way will permit flattening the present 40° curve at this intersection to 28° and provide a full 40 foot width of right of way on one side measured from the new center line.

An offer to sell approximately 360 acres in Section 31, T. 35 S. R. 14 W. on the Roosevelt Highway about 4 miles south of Euchre Creek for park purposes was received from the owner, Roderick L. Macleay. The Commission declined to purchase the property at this time.

The Engineer reported that the County Court of Lane County had agreed to a fifty-fifty cooperative arrangement for the 1928 maintenance on the non-standard sections of the McKenzie Highway similar to the arrangement in effect last year. These unfinished units total 18.6 miles and the county agrees to pay one-half of the estimated cost of \$300 per mile or \$2800.00. This offer was accepted by the Commission.

The Commission discussed the debt of Tillamook County to the state on cooperative projects. Acknowledgment of a credit of \$17,200 on the Mohler Overhead was made but the claim of \$10,000 for credit on right of way was denied. The Secretary advised that \$50,000 had previously been paid which with the Mohler Overhead credit makes \$67,200. The total debt being \$280,000 leaves a balance due of \$212,800. The County proposed to pay \$65,000 out of funds provided by the 1927 budget, \$50,000 in 1928, \$50,000 in 1929 and \$47,800 in 1930, in lieu of the previous arrangement which required \$50,000 in 1926, \$65,000 in 1927 and \$165,000 in 1928. The Commission accepted this arrangement as the best which could be made under the circumstances.

Contracts for gasoline requirements for the year 1928 were discussed but no definite decision was made except for Eastern Oregon between Pendleton and Ontario the Commission authorized a contract with the Fletcher Oil Co. of La Grande at a price 4½ cents per gallon below retail quotations.

The Commission authorized the closing of contracts for road oil as follows:

Portland Gas & Coke Co.	660,000 gal.
Standard Oil Co.	2,604,200 "
Union Oil Co.	2,000,000 "
General Petroleum Corporation	1,000,000 "

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Instructions were given to secure through the Board of Control bids on lubricating oils and greases for 1928 requirements.

L. P. Campbell, Equipment Engineer, and R. H. Baldock, Maintenance Engineer, were instructed to attend the Road Equipment Show in Los Angeles, March 7 to 11, 1928.

The Secretary was authorized to make payment of \$2500 to the city of La Grande for the shop site at Adams and Willow Streets which had been previously agreed upon provided the abstract of title and deed are approved by the attorney.

The Engineer reported that several roads in Eastern and Central Oregon were being damaged by heavy truck traffic during alternate freezing and thawing weather and recommended that a load limit be placed upon these sections. Commissioner Gates thereupon offered the following resolution and moved its adoption:

WHEREAS, the Sherman Highway, The Dalles-California Highway, the Mt. Hood Highway, the Fremont Highway, the Baker-Unity Highway and the Old Oregon Trail 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; and

WHEREAS, the 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 carrying the 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 which shall be permitted upon any of said roads shall be reduced from 20,000 pounds

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to 10,000 pounds except the section of the Old Oregon Trail between Pendleton and La Grande on which it shall be reduced to 6,500 pounds; and

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the Sherman Highway from Moro South to a junction with The Dalles-California Highway in Sherman and Wasco Counties; on The Dalles-California Highway from the junction with the Sherman Highway south to Bend in Wasco, Jefferson and Deschutes Counties; on the Mt. Hood Highway from the junction south to Parkdale in Hood River County; on the Fremont Highway from Lakeview south to the California state line in Lake County; on the Baker-Unity Highway from Baker South to the foot of Dooley Mountain in Baker County; on the Old Oregon Trail from Haines south to Pleasant Valley, excluding within the corporate limits of Baker, shall not exceed 10,000 pounds, provided further that the maximum weight of combined load and vehicle which shall be permitted on the Old Oregon Trail from Pendleton south to La Grande shall not exceed 6,500 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 from this date until weather conditions have improved to such an extent that these orders may be rescinded.

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 clerks of the respective counties and that a certified copy of said order be furnished the Chief of the Traffic Enforcement Division for his information.

The motion was duly seconded and carried.

The Attorney reported that in securing right of way for the Multnomah County Line-Beaverton Section of the Tualatin Valley Highway several owners had refused to accept the award of the Board of Viewers and that it would be necessary to institute condemnation proceedings in order to acquire title and enter upon the property with construction operations. Commissioner Gates thereupon offered the following resolution and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, General Laws of Oregon, 1917, and by the provisions of Chapter 327, General Laws of Oregon, 1917, the State Highway Commission was authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the state of Oregon, and

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly that portion of the Tualatin Valley Highway within Washington County, it has been found necessary, and the said State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the lands hereinafter described, which lands are to be used for the purposes more specifically hereinafter set out, and

WHEREAS, the State Highway Commission has found it necessary in the improvement and maintenance of said highway to straighten the alignment, eliminate existing curves, widen the roadbed, and otherwise improve said highway, and to that end and for that purpose it has been found necessary to acquire additional land, and

WHEREAS, in connection with the improvement and maintenance of said highway, and to make possible the elimination of said existing curves and the widening of the present roadbed and otherwise improving said highway, it has been found necessary, needful and of advantage to the state that the following described parcels of land owned by the following named respective owners be acquired, to-wit:

Parcel No. 1

All that portion of the property of Augustine Benz and Emma Benz, in the NE $\frac{1}{4}$ of Sec. 12, T. 1 S. R. 1 W.W.M., Washington County, Oregon, included in a strip of land 80 feet in width, being 40 feet on each side of the center line of the Tualatin Valley Highway as resurveyed over and across or adjacent to the said property; said strip of land being described as follows:

Beginning at the northeasterly corner of the said Benz property, which point is 18 feet distant northerly, measured at right angles to the center line of said highway at engineers station 15+80.0; said point also being approximately 365.5 feet south and 1047.2 feet west of the northeast corner of said section 12, T. 1 S. R. 1 W.W.M., thence S. 31°19' E. along the easterly line of said property a distance of 60.6 feet; thence on a 1472.5 ft. radius curve right, (the long chord of which bears S. 45°41' W.) a distance of 226.2 feet; thence S. 50°05' W. a distance of 210.0 feet to the west line of said property; thence N. 2°19' W. along the west line of said property a distance of 101.0 feet; thence N. 50°05' E. a distance of 148.4 feet to a point of tangency to a 1392.5 foot radius curve left; thence along said curve a distance of 207.9 feet to the northerly line of said property; thence N. 84°28' E. along the northerly line of said property a distance of 32.0 feet to the point of beginning.

The area of the foregoing described strip of land is approximately 0.75 acres.

Parcel No. 2.

All that portion of the property of Bernhard Benz, in the NE $\frac{1}{4}$ of Sec. 12, T. 1 S. R. 1 W.W.M., Washington County, Oregon, included in a strip of land 80 feet in width, being 40 feet on each side of the center line of the Tualatin Valley Highway as resurveyed over and across or adjacent to said property; said strip of land being described as follows:

Beginning at a point on the westerly line of said property approximately 194.0 feet north of the southwest corner thereof; said point being 40 feet distant northerly, measured at right angles to the center line of said highway at engineers station 27+54.0; said point also being approximately 1117.0 feet south and 1950.0 feet west of the N.E. corner of said section 12, T. 1 S. R. 1 W.W.M., thence N. 50°05' E. a distance of 402.0 feet, more or less, to the easterly line of said property; thence S. 2°19' E. along the easterly line of said property a distance of 101.0 feet; thence S. 50°05' W. a distance of 402.0 feet to the westerly line of said property; thence N. 2°19' W. along the westerly line of said property a distance of 101.0 feet to the point of beginning.

The area of the foregoing described strip of land is approximately 0.74 acres.

Parcel No. 3.

All that portion of the property of James D. Cooke, in the NE $\frac{1}{4}$ of Sec. 12, T. 1 S. R. 1 W.W.M., Washington County, Oregon, included in a strip of land of varying width on each side of the center line of the Tualatin Valley Highway as resurveyed over and across or adjacent to the said property; said strip of land being described as follows:

Beginning at a point on the west line of the said James D. Cooke property, which point is marked by a stone and is the northeast corner of the L. L. Minor property; said point is on the center line of said highway at engineers station 35+11 and is approximately 892.0 feet north and 1237.0 feet east of the S. W. corner of the Wm. Pointer D.L.C. No. 62; thence N. 2°37' W. along the west line of said James D. Cooke property a distance of 85.5 feet; thence leaving said property line on a 1472.5 foot radius curve right, (the long chord of which bears N. 38°25 $\frac{1}{2}$ ' E.) a distance of 599.2 feet; thence N. 50°05' E. a distance of 99.6 feet to the east line of said property; thence S. 2°19' E. along the east line of said property a distance of 101.0 feet; thence leaving said property line S. 50°05' W. a distance of 38.0 feet to a point of tangency to a 1392.5 foot radius curve left; thence along said curve a distance of 239.4 feet; thence S. 49°46' E. a distance of 10.0 feet; thence on a 1382.5 ft. radius curve left, (the long chord of which bears S. 37°14' W.) a distance of 144.8 feet; thence N. 55°46' W. a distance of ten feet; thence on a 1392.5 ft. radius curve left, (the long chord of which bears S. 29°14 $\frac{1}{2}$ ' W.) a distance of 237.9 feet; thence S. 24°15' W. a distance of 90.5 feet to the west line of said property; thence N. 2°37' W. along the west line of said property a distance of 88.5 feet to the point of beginning.

The area of the foregoing described strip of land is approximately 1.37 acres.

Parcel No. 4.

All that part of the property of Luella L. Minor in Sec. 12, T. 1 S. R. 1 W.W.M., Washington County, Oregon, included in a strip of land 80 feet in width, being 40 feet on each side of the center line of the Tualatin Valley Highway as resurveyed over and across or adjacent to the said property; said strip of land being described as follows:

Beginning at the northeast corner of said Luella L. Minor property, which point is marked by a stone and is on the center line of said highway at engineers station 35+11; said point is also approximately 892.0 feet north and 1237.0 feet east of the SW corner of the Wm. Pointer D.L.C. No. 62; thence S. 2°37' E. along the east line of said property a distance of 88.5 feet; thence leaving said property line S. 24°15' W. a distance of 654.4 feet to a point of tangency to a 858.6 ft. radius curve right; thence along said curve a distance of 248.5 feet to the south boundary of said property; thence N. 89°48' W. along the south boundary of said property a distance of 91.7 feet to the southwest corner thereof, which point is marked by an iron pipe; thence N. 2°21' W. along the west boundary of said property a distance of 16.4 feet; thence leaving said west boundary line on a 778.6 foot radius curve left, (the long chord of which bears N. 34°13 $\frac{1}{2}$ ' E.) a distance of 271.1 feet; thence N. 24°15' E. a distance of 714.8 feet to the north boundary of said property; thence N. 89°28' E. along the north boundary of said property a distance of 44.0 feet to the point of beginning.

The area of the foregoing described strip of land is approximately 1.79 acres.

Parcel No. 5.

All that part of the property of Elsie M. Christensen in Sec. 12, T. 1 S. R. 1 W.W.M., Washington County, Oregon, included in a strip of land 80 feet in width, being 40 feet on each side of the center line of the Tualatin Valley Highway as resurveyed over and across or adjacent to the said property; the said strip of land being described as follows:

Beginning at an iron pipe on the north line of said property, which point is the southwest corner of the L. L. Minor tract, said point being 28.0 feet distant, northerly, measured at right angles to the center line of said highway at engineers station 45+41.0; said point also being 2.6 feet south and 745.6 feet east of the SW corner of the Wm. Pointer D.L.C. No. 62; thence S. 89°48' E. along the north line of said property a distance of 91.7 feet; thence leaving said property line on a 858.6 foot radius curve right, (the long chord of which bears S. 55°04 $\frac{1}{2}$ ' W.) a distance of 430.8 feet to the westerly line of said property; thence N. 5° 58' W. along the westerly line of said property a distance of 82.7 feet; thence leaving said westerly property line on a 778.6 foot radius curve left, (the long chord of which bears N. 56°54 $\frac{1}{2}$ ' E.) a distance of 299.2 feet to the northerly line of said property; thence S. 89°48' E. along the northerly line of said property a distance of 17.0 feet to the point of beginning.

The area of the foregoing described strip of land is approximately 0.67 acres.

Parcel No. 6.

All that part of the property of E. E. Eberhard and Sarah C. Gratton in Sec. 12, T. 1 S. R. 1 W. W. M., Washington County, Oregon, included in a strip of land of varying width lying on both sides of the center line of the Tualatin Valley Highway as resurveyed over and across or adjacent to the said property; the widths of the said strip of land being as follows:

From the easterly line of said property opposite engineers station 48+68.1 to station 51+00, 80 feet in width, being 40 feet on each side of center line and from station 51+00 to the west line of said property opposite station 53+68.0, 100 feet in width, being 40 feet on the northerly side and 60 feet on the southerly side of center line; the said strip of land being more particularly described as follows:

Beginning at a point on the easterly line of said property, which point is 40 feet distant northerly, measured at right angles to the center line of said highway at engineers station 48+68.1; said point also being approximately 164.0 feet south and 478.0 feet east of the S. W. corner of the Wm. Pointer D.L.C. No. 62; thence S. 5°58' E. along the easterly line of said property a distance of 82.7 feet; thence leaving said property line on 858.6 foot radius curve right (the long chord of which bears S. 76°48' W.) a distance of 220.3 feet; thence S. 5°51' E. a distance of 20.0 feet; thence on an 878.6 foot radius curve right, (the long chord of which bears N. 87°16½' W.) a distance of 263.0 feet to the westerly line of said property; thence N. 1°00' W. along the westerly line of said property a distance of 103.1 feet; thence leaving said westerly property line on a 778.6 foot radius curve left, (the long chord of which bears N. 85°25' E.) a distance of 475.6 feet to the point of beginning.

The area of the foregoing described strip of land is approximately 1.00 acres.

Parcel No. 7.

All that part of the property of Perry E. Miller in Sec. 12, T. 1 S. R. 1 W.W.M., Washington County, Oregon, included in a strip of land lying on both sides of the center line of the Tualatin Valley Highway as resurveyed over and across or adjacent to said property; the widths of said strip of land being as follows: from the east line of said property opposite engineers station 53+44, to engineers station 55+00, 100 feet in width, being 40 feet on the northerly side and 60 feet on the southerly side of said center line and from station 55+00 to the westerly line of said property opposite station 59+22.5, 80 feet in width, being 40 feet on each side of the said center line; the said strip of land being more particularly described as follows:

Beginning at a point on the easterly line of said property, which point is 40 feet distant northerly, measured at right angles to said center line at engineers station 53+68; said point also being approximately 203.0 feet south and 7.0 feet east of the S.W. corner of the Wm. Pointer D.L.C. No. 62; thence S. 1°00' E. along the easterly line of said property a distance of 103.1 feet; thence leaving said property line on an 878.6 foot radius curve right, (the long chord of which bears N. 73°16' W.), a distance of 166.6 feet; thence N. 22°10' E.

a distance of 20.0 feet; thence on an 858.6 foot radius curve right, (the long chord of which bears N. 64°30½' W.), a distance of 99.6 feet; thence N. 61°11' W. a distance of 327.2 feet to the westerly line of said property; thence N. 32° 20' E. along the westerly line of said property a distance of 80.2 feet; thence leaving said westerly property line S. 61°11' E. a distance of 322.2 feet to a point of tangency to a 778.6 foot radius curve left; thence along said curve a distance of 216.0 feet to the point of beginning.

The area of the foregoing described strip of land is approximately 1.11 acres.

Parcel No. 8.

All that part of the property of Perry E. Miller, Trustee, in Sec. 12, T. 1 S. R. 1 W.W.M. included in a strip of land 80 feet in width, lying 40 feet on each side of the Tualatin Valley Highway as resurveyed over and across or adjacent to the said property; the said strip of land being described as follows:

Beginning at a point on the southeasterly line of said property, which point is 40 feet distant southerly, measured at right angles to the center line of said highway at engineers station 59+22.5; said point also being approximately 37.0 feet south and 516.0 feet west of the S.W. corner of the Wm. Pointer D.L.C. No. 62; thence N. 61°11' W. a distance of 12.5 feet to a point of tangency to a 676.3 foot radius curve left; thence along said curve a distance of 432.4 feet; thence S. 82°11' W. a distance of 2.1 feet to the southwesterly line of said property; thence N. 47°21' W. along the southwesterly line of said property a distance of 103.7 feet; thence leaving said property line N. 82°11' E. a distance of 66.0 feet to a point of tangency to a 756.3 foot radius curve right; thence along said curve a distance of 483.6 feet; thence S. 61°11' E. a distance of 17.5 feet to the southeasterly line of said property; thence S. 32°20' W. along the southeasterly line of said property a distance of 80.2 feet to the point of beginning.

The area of the foregoing described strip of land is approximately 0.93 acres.

Parcel No. 9.

All that part of the property of Erma M. Harbutt in Sec. 11, T. 1 S. R. 1 W.W.M., Washington County, Oregon, included in a strip of land 80 feet in width, being 40 feet on each side of the center line of the Tualatin Valley Highway as resurveyed over and across or adjacent to the said property; the said strip of land being described as follows:

Beginning at a point on the northerly line of said property, which point is 40 feet distant southerly, measured at right angles to the center line of said highway at engineers station 71+42.0; said point also being approximately 55.0 feet south and 1683.0 feet west of the S. W. corner of the Wm. Pointer D.L.C. No. 62; thence S. 82°11' W. a distance of 131.6 feet to a point of tangency to a 1392.5 foot radius curve left; thence along said curve a distance of 160.8 feet to the westerly line of said property; thence N. 2°35' W. along the westerly line of said property a distance of 81.3 feet; thence leaving said property line on a 1472.5 foot radius curve right, (the long chord of

which bears N. 78°13' E.) a distance of 111.4 feet to the northerly line of said property; thence S. 67°40' E. along the northerly line of said property a distance of 138.2 feet; thence S. 87°54' E. continuing along the northerly line of said property a distance of 54.8 feet to the point of beginning.

The area of the foregoing described strip of land is approximately 0.34 acres.

and

WHEREAS, it appears that the parcel of land hereinabove described as Parcel No. 1 is owned by and in the possession of Augustine Benz and Emma Benz; that the parcel hereinabove described as Parcel No. 2 is owned by and in the possession of Bernhard Benz; that the parcel hereinabove described as Parcel No. 3 is owned by and in the possession of James D. Cooke; that the parcel hereinabove described as Parcel No. 4 is owned by and in the possession of Luella L. Minor; that the parcel hereinabove described as Parcel No. 5 is owned by and in the possession of Elsie M. Christensen; that the parcel hereinabove described as Parcel No. 6 is owned by and in the possession of E. E. Eberhard and Sarah C. Gratton; that the parcel hereinabove described as Parcel No. 7 is owned by and in the possession of Perry E. Miller; that the parcel hereinabove described as Parcel No. 8 is owned by and in the possession of Perry E. Miller, Trustee; and that the parcel hereinabove described as Parcel No. 9 is owned by and in the possession of Erma M. Harbutt, and

WHEREAS, in the judgment of the highway commission it is necessary and will be of advantage to the state, upon the grounds and for the reasons herein stated, that title to said parcels of land be procured for the purposes herein stated,

THEREFORE, BE IT RESOLVED, that the State Highway Commission and said highway commission does hereby declare that it is necessary and that it will be of advantage to the state for the state to acquire for right of way purposes for use in connection with the permanent improvement and maintenance of said highway the lands above described, and said highway commission does further hereby declare that the said lands are needed and are necessary for said purposes upon the grounds and for the reasons herein stated, and in order to properly maintain and improve the said highway.

BE IT FURTHER RESOLVED, that the boundaries of the above described parcels of land be and the same are hereby adopted, and said parcels of land are hereby declared to be and the same are parts of and are included within the right of way of said state highway.

BE IT FURTHER RESOLVED that an effort be made to agree with the owners and with the tenants, if there be any, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, 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, attorney for the State Highway

Commission, be and they are hereby requested to commence and prosecute to a final determination such suit or action as will 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 carried.

Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, R. W. Stevenson on the 3rd day of March, 1927, entered into a contract with the State of Oregon, wherein and whereby the said contractor agreed for the compensation therein stated, to furnish approximately 28,000 cubic yards of broken stone for use by the state in connection with maintenance operations on the Neskowin-Hemlock Section of the Roosevelt Coast Highway and on the Hebo-Grande Ronde Section of the McMinnville-Tillamook Highway, which said contract is otherwise designated as State Highway Contract No. 952, and

WHEREAS, the said contractor defaulted in the performance of his contract and abandoned the work before the same was completed, and

WHEREAS, the Hartford Accident & Indemnity Company, which is surety on the bond, furnished by the said contractor in connection with his said contract, has taken over the said job and is completing the same pursuant to the terms of the contract, and has demanded and requested that all moneys earned under said contract and retained by the state, and all moneys to be earned under said contract, be paid to the said surety company, and

WHEREAS, the said contractor has assigned to the Hartford Accident & Indemnity Company all his interest in moneys due or to become due under said contract,

NOW, THEREFORE, it is hereby ordered and directed by the Oregon State Highway Commission that all moneys due or to become due under said contract No. 952 be, upon the certificate of the state highway engineer that the work provided for in said contract has been performed pursuant to the terms and conditions therein stated, paid to the Hartford Accident & Indemnity Company.

BE IT FURTHER RESOLVED and ordered that the state highway engineer be and he is hereby directed to prepare all future estimates covering work done under said contract by the Hartford Accident & Indemnity Company or its agent, in favor of and in the name of the Hartford Accident & Indemnity Company as assignee of the said R. W. Stevenson.

The motion was duly seconded and carried.

The following requests for extensions of time were received:

H. E. Schmeer, contract No. 994, furnishing maintenance materials on the Pilot Rock-Freewater Section of the Oregon-Washington Highway, requested an extension of time to May 1, 1928. The Engineer recommended that the extension be granted without penalty since the rock will not be needed until that date. Recommendation approved by the Commission.

Joslin & McAllister, contract No. 966, resurfacing and furnishing maintenance material on the La Grande-Minam Section of the La Grande-Wallowa Lake Highway, requested an extension of time to June 1, 1928. The Engineer reported that owing to clay in some of the rock quarries, it was necessary for these contractors to secure their maintenance materials from gravel pits which were impractical to operate in freezing weather; therefore, he recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

John Hampshire, contract No. 962, Medford-Prospect Section of the Crater Lake Highway in Jackson County, furnishing maintenance materials, requested an extension of time to March 31, 1928. The Engineer reported that the contractor had encountered many difficulties in his last set-up and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Motor Investment Co., contract No. 958, furnishing maintenance materials on the Grande Ronde-Sheridan Section of the McMinnville-Tillamook Highway, requested an extension of time to March 31, 1928. The Engineer reported that the contractor had been greatly delayed on this contract by reason of the failure of the first quarry selected and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Washburn & Hall, contract No. 934, grading Hayes Hill-Shattuck Corner Section of the Redwood Highway in Josephine County, requested an extension of time to February 1, 1928. The Engineer reported that these contractors had handled considerable extra work in the nature of slides, etc. which was of advantage to the state and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

D. T. Eaton Construction Co., contract No. 984, bridge over Deadwood Creek on the Willamette Valley-Florence Highway, requested an extension of time to January 15, 1928. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Carl T. Habekost, contract No. 939, Ione-Heppner Section of the Oregon-Washington Highway in Morrow County, furnishing maintenance materials, requested an extension of time to October 31, 1927. The Engineer recommended that the extension be granted without penalty as the contractor took considerable pains to supply maintenance material needed for the summer's work so that no additional expense was incurred by the delay. Recommendation approved by the Commission.

E. L. Gates, contract No. 922, grading Winchester Bay-Lakeside Section, Roosevelt Coast Highway in Coos and Douglas Counties, requested an extension of time to June 1, 1928. The Engineer reported that the contractor had made good progress on his contract and had done some additional and extra work not included in the original contract; further, that he was well out of the way of the surfacing contractors and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Guy F. Atkinson, contract No. 965, grading Rockaway-Garibaldi Section of the Roosevelt Coast Highway, Tillamook County, requested an extension of time on the Watseco-Barview Section (Engineer's Sta. 612 to 678) to June 30, 1928. Since the completion date set for this unit of the contract was November 30, 1927, and since it was very desirable to secure settlement on this part of the new grade before surfacing, the Engineer recommended that the request of the contractor be declined and that an extension to February 29 only be granted. Recommendation approved by the Commission.

A written request was received from James L. Conley, attorney for the Southern Surety Company, that the five per cent bid bond furnished with Moon Bros.' bid on the East Unit of the Lowell-Goodman Creek Section of the Willamette Highway be cancelled and returned. The Commission declined to reopen this matter and held that the previous decision was final.

A copy of a resolution received from the Harney County Good Roads Club requested that the name Poison Creek Canyon north of Burns be changed to Devine Canyon to honor one of the pioneers of Harney County. The Secretary was instructed to advise them to take up the matter with the State Geographic Board.

The date for the next regular meeting was set for February 28, 1928.

The resurfacing of the Myrtle Point-Coquille Section of the Coos Bay-Roseburg Highway and the Coquille-Bandon Section of the Roosevelt Highway was authorized and the Engineer was instructed to advertise for bids at the next meeting.

At the request of the Benton County Court the Commission authorized receipt of bids at the next meeting for 5 miles of surfacing on the North Albany-Wells Market Road.

At the request of the Wheeler County Court the Commission authorized receipt of bids at the next meeting for two miles of grading on the Pine Creek Market Road.

It was decided to hold the next 5 mile unit of the Willamette Highway east of Goodman Creek for a forest highway project.

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

Roy A. Klein
State Highway Engineer
and Secretary

H. B. Van Duzer
Chairman
C. E. Gates
Commissioner

Portland, Oregon, February 28, 1928.

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

H. B. Van Duzer, Chairman
C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened on several projects as follows:

BENTON COUNTY
NORTH ALBANY-WELLS MARKET ROAD

	Grading Only	Surfacing Only	Combined with Reduction
Earl L. McNutt	\$4,690.00		
A. S. Wallace	5,389.00	\$10,300.00	\$15,689.00
C. H. Hoyt		5,843.50*	
Frank M. Bullis	4,405.00	6,301.00*	10,606.00

*County to furnish gravel at Albany bunkers.

WHEELER COUNTY
PINE CREEK MARKET ROAD - GRADING

Frank M. Bullis	\$11,506.10*
Earl L. McNutt	11,509.05
H. Earl Cross	12,058.60
Carl Lacont	12,078.73
Montague-O'Reilly Company	13,947.40

*Irregular bid on culvert pipe

EMIGRANT PARK CONCESSION

Lucille E. Gray	\$60.00 per year for three years	\$180.00
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A delegation headed by H. G. Starkweather appeared in behalf of an East Side Road between Oregon City and Portland. Included in the delegation were several officers and members of the East Side Commercial Club: Geo. W. Weatherly, Vice President, E. A. Clark, Treasurer, J. W. Brewer, Executive Secretary, L. M. Lepper, Attorney, A. J. Rose, C. P. Barette, J. King Bryon, J. D. M. Crockwell, E. A. Hollinshead, C. W. Norton and C. A. Ambrose, also O. C. Buse, special representative of the Oregon City Chamber of Commerce, and D. T. Meldrum, County Engineer of Clackamas County. Mr. Meldrum presented a map showing the survey of a proposed route, crossing the Clackamas River at the T. G. Ryan place, crossing the P. E. P. Co. Interurban tracks underneath at Jennings Lodge, then in a northwesterly direction to 12th Street in Milwaukie Park, then parallel and on the east side of the P. E. P. Co. tracks along Kellogg Lake to Milwaukie, through Front Street in Milwaukie, intersecting the Multnomah County Line at East 21st. Mr. Meldrum stated that this line was laid out on high standards, using the most direct location with long tangents and flat curves and pointed out that to secure this alignment existing roads could not be used except through Milwaukie. Mr. Starkweather stressed the fact that the present river road and 82nd Street each show a large traffic count which is increasing each year and urged that some provision be made for designating a state highway on the east side between Portland and Oregon City. He further stated that public opinion was becoming consolidated on the proposed route. Commissioner Sawyer asked if Clackamas County had any cooperation to offer. Mr. Starkweather replied that the County Court had interested themselves in the survey but had not expressed themselves in the matter of cooperation in construction, however he anticipated that some cooperation would be given. The Chairman stated that it was contrary to the policy of the Commission to add new roads to the state highway map until the present program was completed or at least further advanced, also that the present uncertainty regarding state highway finances made it unwise to consider new highways at this time.

R. N. Erikson and C. A. Frizzell, representing citizens of Antone and vicinity, and H. H. De Armond, attorney, were present in the interest of securing a change of route of the Mitchell-Dayville project. A map was submitted showing the line which they advocated leaving the highway survey (Mountain Creek Route) near Laughlin Ranch, crossing Fort Creek, following down Pine Creek and Rock Creek to the mouth of Mule Gulch, then leaving Rock Creek and crossing the drainage of Juniper Gulch and Birch Creek following Rattlesnake Creek into the John Day River. Judge De Armond stated that the ranches were located nearer to the proposed route than the highway location and urged that a survey of this route be made to determine its feasibility and cost. The Engineer reported that an investigation of the route had been made by two locating engineers at different times, both of whom reported in favor of the Mountain Creek location and that it was not necessary to make a detail survey to determine comparative advantages and costs. The Commission instructed that the Division or Locating Engineer go over the two alternate routes with a committee of the local residents or their engineer and show them why their proposed route was not as desirable as the Mountain Creek route.

Judge Mast and Commissioners Jenkins and Klockars of Coos County, together with J. T. McGuire, Henry Kern and J. E. Snyder of North Bend, J. Larson of Marshfield and R. H. Whitty of Eastside were present on the Glasgow-North Bend Ferry and Eastside Bridge matters. Judge Mast stated that the people of Coos County wanted the Commission to take over the Glasgow-North Bend ferry. Commissioner Jenkins stated that the County would turn it over to the State without cost. Mr. Larson of the Marshfield Chamber of Commerce stated that the Roosevelt Highway traffic, tourist and other, would be curtailed by poor ferry service across the bay and an improvement was needed for the proper development of Coos Bay. Mr. Snyder stated that North Bend wanted the State to become responsible for the operation of the ferry at the earliest possible date. Commissioner Sawyer asked, "If the Commission took over that ferry and later the route of the Roosevelt Highway went another way, would the county take it back?" Judge Mast: "I presume so. I see no reason why when you get through with the ferry, if it is necessary for the county to maintain a ferry we would take it over." Mr. Henry Kern stated that they wanted better ferry service now and that when the question of a bridge across the bay comes up, North Bend wanted to be heard. Chairman Van Duzer stated, "With the construction of the road south and the opening of the road north, all agreed that the state has an obligation in the ferry. If the \$3.00 license fee measure carries, you will have to take the ferry back. The Highway Commission have decided that they will take over this ferry subject to an agreement that necessary repairs be made under the supervision of the State Highway Engineer which will be paid for by the State, and that the operation of the ferry by the County be continued until that is done." R. H. Whitty, Mayor of Eastside, asked, "Now that the Roosevelt ferry is settled, we would like to know something definite on the Eastside Bridge." The Chairman replied, "Any decision which we could make at this time on the construction of a bridge in cooperation with Coos County across Coos Bay at Eastside and the building of a road on the east side of the Bay to connect with the Roosevelt Highway at Glasgow would be of no value as the Commission has no funds."

Judge James and Commissioner Kent of Lincoln County, H. W. Morris of Waldport and Lester Martin of Newport asked for the Yaquina-Alsea Section of the Roosevelt Highway. The Chairman advised that further consideration would be given to their request later in the day.

Judge James stated that the bridge across Lint Slough at Waldport on the Alsea Highway needed rebuilding and that if the State would make a permanent improvement by constructing an embankment, the County would contribute to the extent of the estimated cost of rebuilding the present structure; i. e., \$4600. This matter taken under advisement.

J. R. Burke, who is associated with C. H. Buffington in the ownership of a cannery on the Rogue River at Gold Beach, asked that permission be granted to his company to build an addition on their cannery which would extend to a point 22 feet from the center line of the highway. They propose to build a retaining wall under their building at this point which would hold back the fill slopes. Matter referred to the Engineer for report.

Paul Fisher, C. M. Myers, J. H. Hicks and H. Longcoy appeared in the interest of the present Webster Road as a proposed route for a state highway on the east side between Oregon City and Portland. The Chairman stated, "When the time comes for the adoption of this highway as a part of the state highway system, all of these various routes will be investigated and considered on their merits."

At two o'clock the tabulations of the bids were read:

Emigrant Park Concession. On motion which was carried, the bid of Lucille E. Gray was referred to the Engineer for investigation and report.

North Albany-Wells Market Road, 4.1 miles grading and surfacing. Since this is a county project, all bids were referred to the County Court of Benton County.

Pine Creek Market Road, 2.2 miles grading. Since this is a county project, all bids were referred to the County Court of Wheeler County.

M. N. Jenkins of Umatilla made an oral application for a toll road franchise to construct a toll road along the Columbia River between Umatilla and the Washington state line. He stated that he would ask for a similar franchise for the State of Washington to build between Wallula and the state line. His plan was to put a toll gate or station at the state line. Mr. Jenkins stated that he proposed to form a company, sell some stock and also bond the project. The Chairman pointed out that to comply with the requirements of the law, the construction must be supervised by the state, rates of tolls approved, financing handled without promotion costs or excessive interest rates, and provision made for taking over the project at actual cost at some future date. Further, the Chairman stated that individually and collectively the members of the Highway Commission are opposed in principle to private ownership of bridges or roads, and are not disposed to consider the application on the showing made.

Judge Barnard and Commissioners Anderson and Hurd of Lane County, together with A. J. Perkins and Welby Stevens, asked that the contract be let on the Willamette River bridge at Springfield. The Chairman explained that assurance had been given that bids would be received on this project as soon as the Public Service Commission rendered their decision as to division of costs, but that thus far this decision had not been received.

Judge Barnard asked the Commission to advertise for bids on the McKenzie River bridge at Coburg for Lane County at the next meeting. The Commission agreed to do this and instructed the Engineer accordingly.

R. L. Balzer, Chairman of a committee representing the Portland Association of Equipment Dealers, asked that the Commission consider changing the present form of surety bond so as to protect dealers furnishing equipment to contractors on state highway work. The Chairman stated

that the matter would be referred to the Attorney and the Engineer with instructions to report.

A conference was held at three o'clock with the Government representatives to determine the forest highway program for the 1929 Government fiscal year (July 1, 1928 to June 30, 1929). Present were C. M. Granger and P. H. Dater for the Forest Service, and J. A. Elliott and H. D. Farmer for the Bureau of Public Roads.

After some discussion and consideration, the following program was agreed upon:

Project	Length	Est. Cost	Forest Hwy.	Co. Cooperation
Mt. Hood-Wapinitia				
Elk Creek Sec. Grading	2.4 Mi.	\$ 60,000	\$ 60,000	-
Salmon River				
Boyer Section Grading	1.9 "	75,000	75,000	-
Canyon City-Burns				
Trout Creek Sec. Surf.	11.6 "	65,000	65,000	-
Silvies Sec. Grading	8.0 "	35,000	35,000	-
Willamette Highway				
Goodman Cr. Sec. Grading	5.5 "	112,500	75,000	\$37,500
Lapine-Port Rock				
Klamath Section Grading	6.5 "	49,000	49,000	-
Heppner-Spray				
Haystack Section Surf.	6.0 "	40,000	20,000	20,000
Santiam Highway				
Cascadia East Grading	?	?	10,000	Balance
Roosevelt Coast Highway				
South Beach-Beaver Creek				
Grading	7.5 Mi.	163,000	163,000	-
Location Surveys		10,000	10,000	-
Maintenance		45,000	45,000	-
Total			\$607,000	

District Forester Granger urged that the Weston-Elgin project be included in the program and it was finally agreed that if the Colton Bill authorizing additional funds for forest highways was passed by Congress and the appropriations made, that the Weston-Elgin project will be included. Further, it was agreed that in the event the state is not crippled next year by the passage of the proposed initiative \$3.00 motor vehicle license fee bill, that the Commission will cooperate to the extent of \$60,000 on a project on the above program which is on the state highway system and consent to the diversion of \$60,000 of Government funds to the Weston-Elgin project. Also, it was agreed that if the proposed \$3.00 license fee measure is carried at the general election, that the Weston-Elgin forest project will be included in the next year's forest highway program.

The Chairman reported that Robert Carroll of Portland had offered to donate to the State Highway Commission in behalf of the State of Oregon a strip of land for park purposes between the Columbia River Highway right of way and the O.-W. R. R. & N. Co. right of way 500 feet in length, extending east from the toll bridge house. This tract overlooks the Cascade Rapids of the Columbia and the Cascade Canal and Locks. The area is 1.4 acres. On motion which was carried, the Attorney was instructed to prepare a deed to cover the same, on receipt of which, the Secretary was instructed to convey the thanks of the Commission to Mr. Carroll.

Emmett Howard of Eugene introduced a delegation from Western Lane County who were interested in the completion of the Willamette Valley-Florence Highway. Included in the delegation were E. H. Hill of Cushman, Norman Morris, Mapleton, S. Morgensen, Junction City, J. C. Pousler, H. H. Huntington and D. W. Huntington of Florence, L. C. Akerly of Minerva, Peter Rice and Warren Waite of Mapleton, T. J. Flippin, Jr., Secretary of the Chamber of Commerce, Eugene, County Judge Barnard and Commissioners Hurd and Anderson of the Lane County Court. The speakers urged that negotiations for encroachments on the Southern Pacific Company right of way be continued and expedited so that a part of the Rainrock-Florence unit could be included in the present year's construction program. Judge Barnard stated that the County Court will support a special two mill tax levy for county cooperation on this project at the November election. The Chairman advised the delegation that it was not the fault of the members of the County Court that nothing had been done on this project, for the Court has brought it before the Commission at nearly every meeting, but that lack of state and federal forest funds to undertake a project of this magnitude made it necessary to defer its consideration for the present. L. C. Akerly of Minerva urged that the North Fork route be constructed on low standards in order to get the road opened up so local residents could use it.

Dr. F. D. Stricker, State Health Officer, asked the Commission if they would approve placing signs on the state highway right of way to be erected by the State Board of Health, advising the public that certain privately owned camp grounds had safe drinking water, sanitary toilets, and complied with the State Board of Health rules and regulations. The members of the Commission were of the opinion that these signs should be erected on camp ground property rather than on the highway right of way. At the request of Dr. Stricker, the Division Engineers were instructed to see that the rules of the State Board of Health are enforced in regard to sanitary conditions on state park property.

H. T. Botts, H. H. Rosenberg and M. D. Ackley, a committee of business men from Tillamook, stated that since an adverse decision on the Wilson River Toll Road project had been rendered by the Public Service Commission, that they were ready to drop the toll road project. However, they desired to improve the present road sufficient to make it passable for a "fishing road" by clearing out the overhanging brush and replacing some of the bridges which had been washed out. The Committee had called on the Washington County Court and had received some encouragement that Washington County would open up the old road to the Tillamook County line. They stated

that the County Court of Tillamook County were willing to put in \$5,000 on the project this year but lacked funds, however, on account of their obligation to the state on cooperative projects. The Committee asked that the state allow the County Court to defer payment of \$5,000 of its debts until next year, so that the Court could use this money for the Wilson River Road improvement. After consideration, the Commission agreed to this request of the Committee and ordered that the County of Tillamook be permitted to defer payment of \$5,000 of its obligation until next year.

The Secretary reported that copies had been received of resolutions adopted by the Lions Club, the Kiwanis Club and the Merchants Association of Tillamook, endorsing a new bridge across the Trask River just south of the city limits and the relocation of the state highway on the south bank of the river on the so called "D" line, except that a modification was suggested following closer to the river bank near the present Hunt bridge. This decision had been reached as the only permanent solution of the problem and the matter has come up for serious consideration at this time in view of the destruction of the Johnson bridge across the Trask River east of Tillamook by high water and the fact that the Hunt bridge is now carried on falsework. Matter held for further consideration.

The Commission approved the purchase of Indian lands and timber along the Old Oregon Trail in Umatilla County at a price of \$8.00 per acre for the timber and \$1.50 per cord for the cordwood as determined by the Forest Service cruise. These owners are:

Edgar Billie No. 510
 Mary Johnson No. 511
 Wapona No. 1029
 Julia Minthorn No. 870
 Tomiat No. 1159
 Josephine Yomawit No. 1192
 Willie Williams No. 656
 Bertha Martin No. 824
 Joe Hays No. 610
 Annie Hays No. 610
 Mumsow No. 1057
 Mary Wahopa No. 1143
 Louise Billy No. 511
 Albert Lavadour No. 694
 Lucy Billy No. 512
 Arthur Farr No. 842
 Phillip Shillal No. 889
 Thomas and Stella Shillal No. 890
 Saashawamee No. 892
 Walter Picard No. 581
 Bernice Henle No. 619
 Melvina Picard No. 579
 Lillian Allen No. 542

An offer to sell 105 acres of land with improvements at Agate Beach and Garrison Lake west of Port Orford for a lump sum of \$27,500 was received from H. L. Sauers, President of the Port Orford Commercial Co. This is a piece of property which had been suggested as a good site for a state park. The Commission considered the price asked too high and the offer was declined.

An offer to sell a 39 acre tract at Lilly Lake about 7 miles north of Florence for the sum of \$5000 was received from the owner, George Melvin Miller of Eugene. The Commission considered the price asked too high and the offer was declined.

The Commission ordered the purchase of the park site at Otter Crest, 1.51 acres, from W. S. Badley at \$500.00.

The Attorney was instructed to prepare a form of sign to be erected on state owned park property so worded as to protect the members of the Commission from personal liability in case of accidents to the public.

The Engineer was instructed to secure from the Advisory Planting Committee their views on a form of guard fence to be used on roadways and dangerous walkways in the park sites along the coast in Lincoln County between Newport and the Siletz River.

The Engineer was instructed to arrange with a good photographer to have pictures taken of many of the parks.

The Commission voted to replace the ornamental trees placed by the Women's Club at the city limits of Canby which had been stolen. The Engineer was instructed to mark these as the property of the State of Oregon and have maintenance men and traffic officers protect these shrubs from theft.

Commissioner Sawyer stated that there would be some donations from individuals toward the construction of rock steps, parapet walls, range finders, and other improvements at the summit of Pilot Butte. It was decided that this work would not be done until the roadway was graded.

The Engineer reported that a large amount of new equipment was needed to replace the surplus war equipment received from the Government at the close of the war which has become worn out and obsolete, so that repairs have become excessive. The Commission authorized the purchase of

48 one ton trucks for oiling and routine maintenance operations
 12 five passenger automobiles for engineering parties
 4 ten ton trailers
 6 two and one-half ton trailers
 5 Fordsons for power brooms.

It was understood that the one ton trucks and automobiles would be purchased only as needed and spread over the next four months.

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The Engineer reported that a deed had been received for the shop property at La Grande which had been approved by the Attorney General and that the state share of \$2500 provided in the agreement had been paid. Plans were presented showing the general layout including a frame shop building 76'x168', a frame open storage shed 48' by 120', a frame enclosed storage shed 34'x144', a brick service building 34'x76' and a brick office building for division engineer 37'x60'.

The minutes of the meetings of December 20 and 28, 1927 and January 26, 1928 were approved.

A request was received from J. D. Wood, Commissioner, Department of Public Works, State of Idaho, that the Commission consider the construction of an interstate bridge across the Snake River 5 miles north of Weiser at a point called Porters Ferry on a cooperative basis between the two states using some federal aid funds. The estimated cost of this structure is \$132,000. At the proposed location this plan would also require the construction of $1\frac{1}{2}$ miles of new road on the Oregon side which is estimated to cost \$15,000 and the connection with the Old Oregon Trail would be 8.7 miles north of the present Weiser connection. Between common points the proposed route is about 1 mile longer for through travel than the present route via Ontario. The Commission considered that with bridges at Nyssa, Ontario, Payette and Weiser only a few miles apart, that traffic is well served at the present, therefore declined to consider the proposed bridge at Porters Ferry.

Commissioner Sawyer offered the following resolution and moved its adoption:

WHEREAS, H. J. Hildeburn on the 30th day of September, 1927, entered into a contract with the State of Oregon, wherein and whereby the said contractor agreed for the compensation therein stated, to furnish maintenance materials between La Grande and Baker on the Old Oregon Trail in Baker and Union Counties, which said contract is otherwise designated as State Highway Contract No. 947, and

WHEREAS, the said contractor defaulted in the performance of his contract and abandoned the work before the same was completed, and

WHEREAS, the Independence Indemnity Company, which is surety on the bond furnished by said contractor in connection with his contract, has taken over the said job and has sublet the same to Hart Brothers Construction Company and is completing the same pursuant to the terms of said contract, and has demanded and requested that all moneys earned under said contract and retained by the state, and all moneys to be earned under said contract, be paid to the said surety company, and

WHEREAS, the said contractor has assigned to the Independence Indemnity Company all his interest in moneys due or to become due under said contract,

NOW, THEREFORE, it is hereby ordered and directed by the Oregon State Highway Commission that all moneys due or to become due under said contract No. 947 be, upon the certificate of the state highway engineer that the work provided for in said contract has been performed pursuant to the terms and conditions therein stated, paid to the Independence Indemnity Company.

BE IT FURTHER RESOLVED and ordered that the state highway engineer be and he is hereby directed to prepare all future estimates covering work done under said contract by the Independence Indemnity Company or its agent, in favor of and in the name of the Independence Indemnity Company as assignee of the said H. J. Hildeburn.

The motion was duly seconded and carried.

A request was received from the City of Lakeview and the Lake County Court for state aid in the construction of a 48 inch culvert across Main Street at the intersection with Canyon Street. The estimated cost is \$1500 on which fifty-fifty cooperation is asked. The Commission considered that this improvement is in the business portion of Lakeview and declined to consider the project.

The Commission adopted a standard sign to be placed on all construction projects reading, "State of Oregon Highway Construction, under contract by Oregon State Highway Commission."

The Engineer recommended the purchase of a tract of ground about 100x150 feet in size at Sandy for equipment storage. Purchase approved if proper price can be secured.

The Engineer reported that a movement had been started to build a 5 foot concrete sidewalk between Monmouth and Independence for the benefit of pedestrian traffic of which there is a large amount between these cities. The Engineer stated that this pavement was laid upon the old county road and that no new right of way was secured at that time, with the result that the property fences in some places were twenty-five feet from the center line. Since there are wire lines on the right of way and ditches are necessary, there is not room for this sidewalk in the present right of way, therefore the Engineer recommended that the committee interested in the sidewalk be advised to secure additional right of way so that the fence may be set back to a line 35 feet from the center of the pavement and the sidewalk placed just inside of that line which will make the inside line of the sidewalk 30 feet from the center of the pavement. This method was approved by the Commission.

Commissioner Sawyer stated that a tentative offer of cooperation had been received from Wasco County for the reconstruction of the Deschutes River Bridge at Mapin. The Engineer reported that the present bridge is not dangerous but is of light construction and not up to present standards and that replacement would be desirable. Also that Federal Aid could be secured on this structure. Matter held for further consideration.

The Hartford Accident & Indemnity Co. who have taken over contract No. 952, furnishing maintenance materials, Neskowin-Hebo-Grande Ronde Section, on which R. W. Stevenson defaulted, requested an extension of time to May 31, 1928. Inasmuch as this work has been relet to Lindstrom & Feigenson who have resumed operations and will soon begin production, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

The date for the next meeting was set for March 27, 1928 at 10:00 A. M. The following projects were authorized and the Engineer instructed to prepare plans and specifications and receive bids at the next meeting:

Riverton-Coquille-Hoffman Bridge Section of the Roosevelt Coast Highway and Coos Bay-Roseburg Highway, resurfacing and maintenance materials;

A 40' steel span bridge and approach trestle over Schofield River on the Roosevelt Coast Highway at Reedsport;

A bridge over the McKenzie River on a county road near Coburg, to be advertised for Lane County;

A bridge over the Willamette River at Springfield, to be advertised if a decision adjudicating the cost is handed down by the Public Service Commission.

A bridge over Tillamook River on a county road near Tillamook, to be advertised for Tillamook County.

Buildings at La Grande -- 1 shop building 76'x168', 1 open storage shed 48'x 120', 1 closed storage shed 34'x144', all of timber frame construction; 1 service building 34'x76' and 1 office building for division engineer 37'x60', the latter two to be of brick construction.

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

Roy A. Klein
State Highway Engineer
and Secretary

H. B. Van Duzer
Chairman

C. E. Gates
Commissioner

Robert W. Sawyer
Commissioner

Portland, Oregon, March 27, 1928.

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

H. B. Van Duzer, Chairman
C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened and read on the following projects:

ROOSEVELT COAST HIGHWAY
COOS BAY-ROSEBURG HIGHWAY
RIVERTON-COQUILLE-HOFFMAN BRIDGE SECTION
FURNISHING MAINTENANCE MATERIALS

H. G. Johnson	\$93,937.50
D. Musson	97,988.25
McGeorge Gravel Co.	99,549.75
Samuel & Neef	99,973.50
Pacific Livery & Transfer Co.	108,783.75
Wren & Greenough	114,120.00
F. J. Kernan	128,171.25
R. W. Shaffer	145,410.00

ROOSEVELT COAST HIGHWAY
BRIDGE OVER SCHOFIELD RIVER AT REEDSPORT

O. M. Olds	\$18,220.00
Samuel & Neef	19,576.50

McKENZIE HIGHWAY
BRIDGE OVER WILLAMETTE RIVER AT SPRINGFIELD

Lindstrom & Feigenson	\$127,300.00
Union Bridge Company	128,270.00
Kuckenberg-Wittman Co. Inc.	132,220.00
The Gilpin Construction Co.	132,390.00
J. J. Badraun	136,660.00
Portland Bridge Co.	142,380.00
A. Guthrie & Company, Inc.	206,540.00

BUILDINGS AT LA GRANDE

W. C. Kelly	\$38,980.00
Tranchell & Parelus	40,251.00
Rohaut & Gearhart	43,777.00
O. N. Pierce - Company	44,302.00
Northwest Construction Co.	53,570.00
Taylor & Gross	54,771.68
Bosquet & Millering	55,772.50
Weldon Vedder	65,270.82

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Included in the projects advertised was a bridge over the McKenzie River on a county road near Coburg in Lane County, and also a bridge over the Tillamook River on a county road near Tillamook in Tillamook County. Both projects were advertised by the Commission at the request of and in behalf of the County Courts of the respective counties. The Chairman announced that the question had been raised of the legality of the award of contracts on these projects due to the fact that they had not been advertised in the local county newspapers. Therefore, after consultation with the county officers, it was decided that the bids would be returned unopened to the bidders. It was stated that the County Courts of Lane and Tillamook Counties would later make an announcement as to the dates on which bids on these projects would be received.

R. J. Hubbard of Reedsport, W. A. Lovelace, Chairman of the Umpqua Highway Improvement District, and Judge Quine and Commissioners Clough and Beckley of the Douglas County Court asked for the construction of the bridge at Scottsburg. Mr. Hubbard submitted a resolution by the Board of Trustees for the Umpqua Highway Improvement District and the County Court of Douglas County, wherein each agreed to contribute one-half of the estimated cost of \$157,000 for this structure and approaches and "provided further that the State Highway Commission of Oregon shall agree to construct said bridge and make said Drain-Reedsport highway a state highway or a Federal Aid Road at the earliest practicable time, and that at such time said Improvement District and said Douglas County be given credit for all money expended on the construction of said bridge and approaches as part of the proportionate costs of construction of said Drain-Reedsport Highway, and that the proportion of the costs of construction of said highway to be borne by said Improvement District and said Douglas County shall be not greater than one-third (1/3) of the total costs thereof." Chairman Van Duzer asked the delegation, "Suppose the Umpqua Highway was designated as a Federal Aid Highway, what arrangement could the Improvement District make for the maintenance of the completed section between Scottsburg and Reedsport." After consultation the County Court and Improvement District agreed to maintain the project.

On motion which was carried, the Commission voted to request the Secretary of Agriculture through the Bureau of Public Roads to approve the Umpqua Highway as a part of the Federal Aid Seven Percent System of Oregon. This highway connects with the Roosevelt Coast Highway at Reedsport and the Pacific Highway at Drain, all in Douglas County, in length 51 miles.

After further conference with the County Court of Douglas County and the representatives of the Umpqua Highway Improvement District, it was agreed that the construction of the Scottsburg bridge and approaches would be undertaken on a basis of forty per cent cooperation by the County and District equally divided and sixty per cent federal aid. It was further agreed that in consideration of making this a federal aid highway, the County and District will agree to maintain it throughout its entire length between Reedsport and Drain in a condition satisfactory to the Commission. It was likewise understood with the representatives of the County and the District that they will furnish the necessary guarantee to the Government for the maintenance of this road.

The Engineer was instructed to prepare plans and specifications for a bridge on the Umpqua Highway across the Umpqua River at Scottsburg. Further, he was authorized to request in behalf of the State Highway Commission a permit from the War Department covering the construction of this structure.

The Engineer was authorized to advertise for bids on the Scottsburg bridge when the permit has been received from the War Department and the plans and specifications approved by the Bureau of Public Roads.

Judge Quine stated that the County Court of Douglas County was proceeding to secure the right of way for the Roosevelt Highway north of Gardiner.

Judge Mast, Commissioners Klockars and Jenkins and Roadmaster Gilbert of Coos County appeared in the interest of the Eastside bridge across Coos Bay. Judge Mast stated that recently a conference had been held in Marshfield at which it had been decided to go ahead with the Eastside bridge project and that the Court was before the Commission to request that the Engineer prepare sketch plans and vicinity maps in proper form for submission to the War Department with their application for a permit to construct this bridge. On motion by Commissioner Sawyer which was carried, the request was approved provided the Commission is not committed in any way.

The Engineer presented a letter from the Southern Pacific Company concerning repairs to the timber structure crossing their tracks in the northern part of the city of North Bend on the road leading to the ferry dock. Being within the city limits, it appeared to the Commission that the repairs were a matter between the city and the county. The Engineer was instructed to make an inspection of the structure and report both to the Commission and the County Court.

The Chairman stated to Judge Mast that in reviewing the minutes of the previous meeting on February 28th, the position of Coos County was not clearly stated as regards the operation of the ferry between North Bend and Glasgow in the event that the east side of the bay or some other route was adopted as the route of the Roosevelt Highway. The Chairman asked Judge Mast: "If the necessity of traffic requires a ferry between these points, would the County maintain it in the event the Roosevelt Highway was routed elsewhere?" Judge Mast answered, "Yes."

David Lloyd Stearns spoke of some investigation he had made in eastern states of the joint use of bridges for railroad and highway traffic and suggested that the plan of joint use of the Southern Pacific bridge across Coos Bay be investigated further.

Judge Schanep and Commissioners Bean and Hales of Umatilla County asked the Commission to consider surfacing the north six mile unit of the Lazinka Ranch-Ukiah Section of the Pendleton-John Day Highway this present season. They reported that an arrangement had been made with the contractors on the south six mile unit to finish up the balance of the grading on the north unit at once. The Court argued that with this unit

surfaced, connections could be made with the old road and traffic aided to a great extent. The Engineer reported that it would be preferable to handle the surfacing of the entire 12 mile project under one contract rather than a separate surfacing contract for each unit. The Engineer was instructed to report further on this matter at the next meeting.

The minutes of the meeting of February 28, 1928 were approved.

The Engineer reported that as instructed at the last meeting, he had written to the references given by Mrs. Lucille E. Gray, the only bidder for the concession privileges at Emigrant Park at the last meeting, and recommended that Mrs. Gray's bid be accepted. Approved by Commission and contract awarded.

The Engineer reported that an attempt was made to secure data from R. N. Erikson and C. A. Frizzell, residents of Antone, relative to their proposed route for the Ochoco Highway in Wheeler County between Laughlin Ranch and the John Day River. However, they offered nothing tangible to support their claims made at the previous meeting and their engineer was unwilling to accompany a representative of the department over the proposed route, hence the matter had been dropped.

An offer of cooperation on the Deschutes River bridge at Maupin of fifty per cent of the cost, the county share not to exceed the sum of \$50,000, however, was received from the County Court of Wasco County. The Engineer reported that a short line change was necessary to improve the alignment on the new structure which was approved. It was decided that cooperation could not be secured from the two railroad companies on the new structure on account of the fact that the present structure provided overhead crossings for both. The Engineer was instructed to prepare plans and specifications and submit the project for federal aid.

On motion of Commissioner Sawyer, the Engineer was instructed to discuss with the city officials of Woodburn the matter of removal of the arch across the Pacific Highway by January 1, 1929.

Mr. C. J. Buck of the Forest Service, a member of the Advisory Committee, submitted a map showing an area in Northern Coos County between the highway and the beach which he thought could be secured for a large park area if the Commission desired it. Referred to Division Engineer for inspection and report.

The County Court of Lake County advised that the right of way for the Summer Lake and Fremont Sections of the Fremont Highway had been secured and asked that the grading of these units be undertaken in the near future. The Commission instructed the Secretary to reply that, due to the lack of funds and the uncertainty of future finances on account of the proposed \$3.00 license fee initiative measure, it would be impossible to undertake the Summer Lake Section this year. However, since this project is on the Federal Aid system, if the County has available forty per cent of the cost, it could be handled as a Federal Aid project using Government funds to take up the balance. The Fremont Forest Unit in Lake County is on the Forest

Highway system and may be expected to be reached in next year's program.

A claim was submitted by John Hampshire for reimbursement for fees and expense paid his attorney, in amount \$209.90, in connection with the case of Miller vs. Highway Commission, Hampshire and others. This matter pertains to litigation over a gravel pit on the Crater Lake Highway used by Hampshire on his contract No. 962. Mr. Hampshire being named as one of the defendants, his attorney assisted Mr. Devers in the defense. On motion which was carried, the Commission disallowed the claim.

The Engineer reported that the Seydel-Hammel Co. had abandoned its contract No. 913, furnishing maintenance materials, East Unit, Eddyville-Blodgett Section, and that there were a large number of claims outstanding.

Leo B. Merrick, Secretary of the Chamber of Commerce of Astoria, introduced E. B. Hughes, Chairman of a Committee of the Roosevelt Highway Association appointed to appear before the Commission. Mr. Hughes stated that the Roosevelt Highway Association was opposed to the proposed \$3.00 license fee or any measure designed to reduce income for highway purposes. He urged the Commission to sell more bonds and complete the unfinished sections of the Roosevelt Highway. Senator Charles Hall stated that since the Commission is authorized to sell bonds up to 4 per cent of the assessed valuation of the state, he believed it was the expectation of the people of the state that these bonds would be sold and the Roosevelt Highway completed. Perry Mitchell of Yachats and Dr. Linton of Waldport also urged the sale of bonds as a means of completing the Roosevelt Highway. At the close of the meeting, the Commission gave out the following statement in reply to the Roosevelt Highway Committee: At the present time the method of financing the state highway program is under attack and the Commission feels more than ever constrained to adhere to its policy of not issuing new bonds.

Ben S. Morrow, President, Fred F. Henshaw, Secretary, and Sam Murray, Member of the Portland Section, American Society of Civil Engineers, presented a letter urging the Commission to name the bridge on the Roosevelt Highway over Soapstone Creek for the late Merle W. Rosecrans, Assistant Bridge Engineer, who designed the structure. Matter held for further consideration.

J. H. Ralston of Albany and Judge Payne of Linn County stated that they had interviewed the District Forester and had been advised of the danger of loss of the full forest appropriation and were taking the matter up with the Oregon Congressional delegation.

Lorenz filed an application for a culvert under the Klamath Falls-Lakeview Highway at a point on the Bly Mountain Section at his new mill site through which he proposed to handle logs. Matter referred to Engineer.

A request was received from the County Court of Klamath County for the approval of the addition of Market Road No. 12 to the county market road system. This road leaves The Dalles-California Highway two miles east

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of Merrill and extends south to the California state line about two miles in length. There is a large tonnage of wheat hauled over this road from the Tule Lake section. The market road engineer recommended that the proposed addition be approved. On motion which was carried, the addition of Market Road No. 12 to the market road system of Klamath County was approved by the Commission.

An invitation from the President of the Redwood Empire Association to meet with the California Highway Commission at Eureka was received. The Commission instructed the Secretary to advise him that a joint meeting would be satisfactory at a later date.

On motion of Judge Sawyer it was voted to resume tree planting operations in Eastern Oregon.

The date for the next meeting was set for Friday, April 20th, at ten o'clock A. M.

The following projects were authorized:

Beatty-Bly-Forest Boundary Section of the Klamath Falls-Lakeview Highway, 21.3 miles of broken stone surfacing; to be financed with all state funds.

Gardiner Summit Section of the Roosevelt Highway in Douglas County, 1.9 miles of grading. This project is to be financed 16-2/3% road district funds, 16-2/3% county funds, 60% federal aid funds, balance state funds.

Deschutes and Klamath County Sections of the Fremont Highway 12.1 miles of grading, to be financed \$15,000 by Deschutes County, \$7,400 by Klamath County and balance Federal Aid.

The Gilliam County Court requested that the Commission receive bids for them for 1.9 miles of rock surfacing on the Ramsey Canyon Market Road, and for 1.9 miles of both grading and surfacing on the Wehrli Canyon Market Road. Approved.

The Umatilla County Court requested that the Commission receive bids for them for a bridge over the Umatilla River at Yokum on the Yokum-Stage Gulch Market Road. Approved.

The Union County Court requested that the Commission receive bids for them for a steel span on a county road near Hot Lake. Approved.

J. W. Sweeney submitted a written statement making various claims for adjustments on his contract No. 835, grading Unit No. 3, Burnt Hill-Chetco River Section of the Roosevelt Coast Highway in Curry County. On motion which was carried, the matter was referred to the Highway Engineer and the Division Engineer for report.

The threatened curtailment of the forest road program by reason of insufficient appropriation was discussed and the following telegram was sent to Senators McNary and Steiwer, Congressmen Hawley, Sinnott and Korell, Chief Forester Greeley, and Director of the Budget Lord:

"IN REFERENCE TO H R ELEVEN FIVE SEVENTY SEVEN STOP THIS COMMISSION URGES YOUR SUPPORT OF MEASURE FOR INCREASE IN THE AMOUNT OF APPROPRIATION TO NINE MILLION DOLLARS STOP ROAD WORK IN OREGON IS NOW AT THE LOWEST POINT IT HAS BEEN SINCE THE INCEPTION OF THE ROAD PROGRAM IN NINETEEN SEVENTEEN STOP THIS OWING IN MAIN TO PROPOSED LEGISLATION AFFECTING THE METHOD OF FINANCING OUR STATE HIGHWAY SYSTEM STOP WE NEED MORE THAN EVER THE CONTINUED EXPENDITURE OF FOREST HIGHWAY FUNDS DURING THE PRESENT SEASON"

The following awards of contracts were made:

Riverton-Coquille-Hoffman Bridge Section of the Roosevelt Coast and Coos Bay-Roseburg Highways, maintenance materials. On motion which was carried this contract was awarded to the low bidder, H. G. Johnson at \$93,937.50.

Bridge over Schofield River on the Roosevelt Coast Highway in Douglas County. On motion which was carried, the contract was awarded to O. M. Olds, the low bidder, at \$18,220.00.

Bridge over Willamette River on the McKenzie Highway at Springfield. On motion which was carried the contract was awarded to Lindstrom & Feigenson, the low bidder, at \$127,300.00.

Construction of shops, warehouses and office building at La Grande. On motion which was carried, the contract was awarded to the low bidder, W. C. Kelly of La Grande, at \$38,980.00.

The Engineer reported that unless further surveys were desired by the Commission it would be advisable to lay off the location party which has been making general surveys on the completion of their present assignment. Approved.

Commissioner Sawyer offered the following resolution regarding exchange of property with the Columbia-Deschutes Power Company on the south side of the Columbia River Highway and on the west bank of the Deschutes River, and moved its adoption:

WHEREAS, the Columbia-Deschutes Power Company is the owner of land abutting on the Columbia River Highway at the place where said highway crosses the Deschutes River, and likewise at the place where the Deschutes State Highway No. 39 joins or intersects the said Columbia River Highway, and

WHEREAS, the Columbia-Deschutes Power Company contemplates certain development on its property in the vicinity of the intersection

3/27/28

of the said two state highways, but represents that the alignment of the said Deschutes Highway is such as to interfere with the power company's proposed and contemplated development, and

WHEREAS, the said power company has petitioned the highway commission to change or alter the alignment of said Deschutes Highway at the place where said highway meets or intersects the Columbia River Highway so as to permit the power company to carry out its proposed development, and in connection with the said application by the said power company the power company has conveyed to the state of Oregon additional land for right of way purposes sufficient to make possible the proposed change in alignment, being the same lands hereinafter described and designated as Parcel A; and

WHEREAS, in connection with said proposed change in alignment over the land conveyed to the state by the said power company, it is requested by said power company that the land vacated by said proposed change of alignment hereinafter described and designated as Parcel B, be made available to the power company in lieu of the land conveyed by the power company to the state, and

WHEREAS, it is the judgment of the highway commission that said proposed change in alignment can be made without injury or inconvenience to the traveling public, and it is further the judgment of the highway commission that said proposed change will result in and make possible a better highway alignment, and will afford greater convenience to the traveling public.

THEREFORE, BE IT RESOLVED, by the Oregon State Highway Commission in regular session assembled, all members being present and participating, that the route and location of the said Deschutes Highway between engineers station 0+00 and engineers station 3+10.8 be changed and re-located so that said section of said highway will be located over and across the following described parcel of land, to wit:

PARCEL A

A parcel of land forming a wye between the Columbia River Highway and the Deschutes River Road, said parcel lying in the NW $\frac{1}{4}$ of NW $\frac{1}{4}$ of Section 26, T. 2 N. R. 15 E. W. M. and described as follows:

Beginning at a point on the southerly right of way line of the Columbia River Highway, 30 feet distant, measured at right angles to the center line of said highway at engineers station 1845+63.6 (which center line station is 295.9 feet distant, S. 69° 54' W. from the face of back wall of west abutment of the Deschutes River bridge), said point of beginning being approximately 136 feet south and 279 feet east of the NW corner of Section 26, T. 2 N. R. 15 E. W. M.

Thence on a 20.0 foot radius curve right, (the long chord of which bears S. 76° 01 $\frac{1}{2}$ ' E.) a distance of 24.1 feet; thence S. 41° 57' E. a distance of 232.6 feet to an intersection with the westerly right of way line of the Deschutes River Road at engineers center line station 3+10.8 of said road; thence along the westerly right of way line of the Deschutes River Road on a 584.5 foot radius curve right, (the long chord of which bears N. 34° 55' W.) a distance of 143.6 feet; thence on a 132.3 foot radius curve right, (the long chord of which bears N. 7° 26' W.) a distance of 94.5 feet to the southerly right of way line of the Columbia River Highway; thence along said right of way line S. 69° 54' W. a distance of 89.1 feet to the point of beginning, containing 0.105 acres, more or less, in Wasco County, Oregon,

and

BE IT FURTHER RESOLVED, that the following described parcel of land, which has heretofore been occupied by the said section of said Deschutes Highway, be and the same is hereby vacated as a public highway and made available for the use and benefit of the said Columbia-Deschutes Power Company, its successors or assigns:

PARCEL B.

A parcel of land at the junction of the Columbia River Highway and the Deschutes River Road, being a portion of the right of way of the said Deschutes River Road as now constructed and in use; said parcel lying near the west end of the Deschutes River Bridge, in the NW $\frac{1}{4}$ of NW $\frac{1}{4}$ of Section 26, T. 2 N. R. 15 E. W. M., Wasco County, Oregon, and being more particularly described as follows:

Beginning at a point on the southerly right of way line of the Columbia River Highway, 30 feet distant, measured at right angles to the center line of said highway at engineers station 1847+63.5, (which center line station is S. 69° 54' W. 96.0 feet distant from the face of back wall of the west abutment of the Deschutes River bridge) said point of beginning being approximately 68.0 feet south and 468.0 feet east of the northwest corner of Section 26, T. 2 N. R. 15 E. W. M., thence S. 69° 54' W. along the southerly right of way line of the Columbia River Highway a distance of 54.4 feet to a point of tangency to a 45.4 foot radius curve left; thence along said curve a distance of 88.6 feet; thence S. 41° 57' E. a distance of 155.1 feet to an intersection with the easterly right of way line of the Deschutes River Road; thence along said right of way line on a 524.5 foot radius curve right, (the long chord of which bears N. 34° 55' W.) a distance of 128.8 feet to a point of tangency to a 72.3 foot radius curve right; thence along said curve a distance of 123.4 feet to the point of beginning, containing 0.08 acres, more or less.

BE IT FURTHER RESOLVED, that the deed executed by the said Columbia-Deschutes Power Company, conveying to the state of Oregon the parcel of land

first above described, and designated as Parcel A, be and the same is hereby accepted and the secretary of the commission is hereby instructed to have said deed properly recorded in the deed records of Wasco County.

BE IT FURTHER RESOLVED, that the secretary of the State Highway Commission be and he is hereby instructed to enter this resolution in the records and minutes of the commission, and deliver a certified copy thereof to the Columbia-Deschutes Power Company.

The motion was duly seconded and carried.

Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, this commission at its regular February, 1928, session adopted and ordered spread upon its minutes a resolution declaring the default of H. J. Hildeburn, who held contract No. 947 with the State of Oregon for the furnishing of maintenance materials between La Grande and Baker on the Old Oregon Trail in Baker and Union Counties, and by said resolution disclosed that the Independence Indemnity Company, which is surety on the bond furnished by the said contractor, took over the work, in the performance of which the said H. J. Hildeburn had defaulted, and said Independence Indemnity Company sublet said contract to Hart Construction Company; and this commission by said resolution directed that all moneys earned under said contract by said Hart Construction Company be paid to the Independence Indemnity Company by virtue of an assignment made by the said H. J. Hildeburn, and

WHEREAS, it now appears that said assignment by the said H. J. Hildeburn to the Independence Indemnity Company has, with the consent of the said Independence Indemnity Company, been withdrawn and cancelled, and the said H. J. Hildeburn has, with the consent of the Independence Indemnity Company, assigned all his interest in said contract and all moneys due or to become due thereunder, to the said Hart Construction Company, and

WHEREAS, the said H. J. Hildeburn and the said Independence Indemnity Company now request and direct that all moneys earned and due or to become due under said contract, be paid to Hart Construction Company,

NOW, THEREFORE, it is hereby ordered and directed by the Oregon State Highway Commission that the resolution adopted by this commission at its meeting held on February 28, 1928, be and the same is hereby modified, altered and changed in this respect, that all moneys earned and due or to become due under said contract be paid to the said Hart Construction Company, and

It is further ordered that Roy A. Klein, State Highway

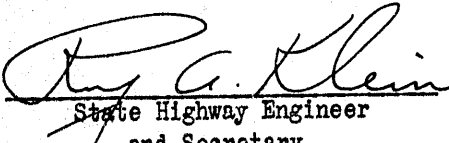
Engineer and Secretary to the Oregon State Highway Commission, be and he is hereby directed to prepare all future vouchers or estimates in favor of the said Hart Construction Company.

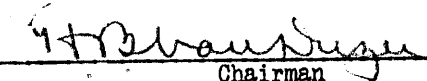
Be it further ordered that this resolution be spread upon the minutes of this commission and a copy thereof transmitted to the Independence Indemnity Company, a copy to H. J. Hildeburn and a copy to Hart Construction Company.

The motion was duly seconded and carried.

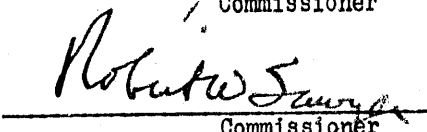
On motion which was carried, an extension of time to July 1, 1928, was granted to Hart Construction Company on contract No. 947, furnishing maintenance materials, Baker to La Grande, on the recommendation of the Engineer.

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


State Highway Engineer
and Secretary


Chairman


Commissioner


Commissioner

VOLUME XIII
MINUTES OF OREGON STATE HIGHWAY COMMISSION
COVERING PERIOD
FROM
APRIL 1, 1928
TO
MARCH 31, 1929

- - -

OREGON STATE HIGHWAY COMMISSION

H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD, COMMISSIONER
ROBERT W. SAWYER, BEND, COMMISSIONER

- - -

ROY A. KLEIN, STATE HIGHWAY ENGINEER AND SECRETARY

- - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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2322	April 20	Proposals received on following projects: Gardiner Summit Section, grading; Ramsey Canyon Market Road, surfacing; Wehrli Canyon Market Road, grading and surfacing; Beatty-Forest Boundary Section, surfacing; Bridge over McKenzie River near Coburg; Bridge over Umatilla River at Yokum; Bridge over Catherine Creek.
2323		Lake County. Summer Lake Section grading ordered advertised. Credit given county for work on Fremont Highway. Six mile section between Lakeview and state line -- surfacing agreed to.
2324		Josephine County. Redwood Highway, change requested. Harney County. Completion of desert type road between Bend and Burns requested. Wasco County. Maupin Bridge, advertisement requested. Curry County. Claim of J. W. Sweeney. Engineer to make written report. Benton County. E. Unit, Eddyville-Blodget Section, surety company relieved of obligation to furnish additional rock on defaulted contract.
2326		Toll bridges. Letter from E. M. Elliott and Associates asking attitude of Commission. Lubricating oils and greases. Recommendation for purchase approved. Warning sign for use in state parks approved. Tabulation of bids read and awards made: Gardiner Summit Section; Wehrli Canyon and Ramsey Canyon Market Roads; Beatty-Forest Boundary Section; McKenzie River bridge at Coburg; Umatilla River bridge at Yokum; Catherine Creek bridge near Hot Lake.
2327		Douglas County. Umpqua Highway Improvement District co-operation offered. Federal aid to be secured. Umatilla County. Lazinka Ranch-Albee Section, surfacing requested. Coos County. Riverton-Coquille-Hoffman Bridge Section, assignment of contract approved. Minutes of March 27, 1928 approved.
2328		Historical information signs on Old Oregon Trail, erection approved. Polk County. Road between Dallas and Orrs Corners, paving requested. Engineer to investigate and report. Curry County. Rogue River ferry discussed. Construction of toll bridge requested. Lake County. Fremont Highway, change of route requested.

Page	Date	Subject
2328	April 20 1928	Curry County. Park at Battle Rock, condemnation of Leutwyler property authorized. Yellowstone Trail Association meeting at Lakeview. Commissioner Sawyer to attend. Union County. Encroachment of residence on shop property at La Grande reported; easement granted. National Conference on State Parks at San Francisco, Commissioner Sawyer to represent Commission. Market Road Appropriation, final apportionment for 1928. Market Road Appropriation, resolution re payment of first one-half for 1928.
2331		
2333		Umatilla County. C. H. Marsh, request to purchase summer home site in timber reserve declined. Grant County. Pendleton-John Day Highway, survey of W. C. Williams adopted. Benton County. Old road at Wren relocation turned back to County Court. Lane County. Right of way at crossing of McKenzie Highway by power canal ordered secured. Right of way through Thurman property between Eugene and Springfield ordered secured.
2335		Clackamas County. Right of way through Rakel Estate between Canemah and New Era ordered condemned.
2338		Extension of time: C. J. Montag, bridge at Hunters Creek, Curry County. Coos County. Overcrossing at North Bend, report on condition; immediate repair or replacement ordered. Next meeting May 29, 1928. Projects authorized: Grading approaches to Yamhill River bridge; Grading Summer Lake Section of Fremont Highway; Bridge across Umpqua River at Scottsburg.
2339	April 21 1928	Jas. G. Bromley, employment discussed.
	May 28	Minutes of April 20, 1928 approved. Order closing oiled sections of following highways to some classes of traffic: The Dalles-California Highway McKenzie Highway McKenzie-Bend Highway Ochoco Highway
2341		Josephine County. Caves Road Forest Project; appropriation for continuation of widening. Douglas County. Gardiner Summit Section, confirmation of award to E. L. Gates. Advisory Committee on Highway Planting, report of trip through Columbia, Clatsop, Tillamook and Lincoln Counties. Curry County. Battle Rock Park site. Leutwyler tract, condemnation proceedings authorized. Winchester Bay, celebration of opening of Reedsport-Lakeside Section, Commission invited to attend.

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2341	May 28 1928	Coos County. Haynes Slough, embankment and tide gates to replace bridge; application to War Department authorized. Yellowstone Cutoff Association, meeting at Lakeview; report by Commissioner Sawyer. Wallowa County. Court requested to attend next meeting. Curry County. Arrangement covering operation of Bagnell ferry. California data on Redwood and Roosevelt Highway to be secured for use in estimating traffic. Yamhill County. Market Road No. 14 extended. Tualatin River Bridge, electric lights authorized. Lane County. Willamette Highway, Baker & Scharschmidt contract abandoned and turned over to surety. Polk County. Dallas-Orr's Corner project, report presented. Interstate Bridge at Vancouver. Conference to be held at Olympia. Lake County. Ana Spring-Hunter Hill Section ordered advertised.
2343		Extensions of time: Motor Investment Co., Grande Ronde-Sheridan Section; H. E. Schmeer, Pilot Rock-Freewater Section; Rigdon Brothers, bridge over Parrott Creek.
	May 29	Proposals received on following projects: Valley Junction Revision Section, grading; Bridge over Umpqua River at Scottsburg.
2344		Tillamook County. Trask River bridge, construction urged. Lincoln County. Park site at Yachats. Negotiations for lots on north side to be abandoned; condemnation on south side authorized. Douglas County. Scottsburg bridge. Naming for Joseph Lyons requested. Arrangement for financing. Tunnel Section of Umpqua Highway discussed.
2345		Lane County. Springfield bridge; conduits, wiring and fixtures for lights requested. Roosevelt Highway. Construction of mile south of Glenada requested. Deschutes County. State asked to take over Metolius River Market Road. Announcement of awards of contracts: Valley Junction Revision Section; Umpqua River bridge at Scottsburg.
2346		Curry County. Unit No. 3, Burnt Hill-Chetco River Section, claim of J. W. Sweeney; letter submitted from G. B. Herington commenting on engineer's report. La Grande office and shop buildings. Use of La Grande brick urged. Coos County. Lakeside undercrossing; objection to agreement with Southern Pacific Company.

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2346	May 29	Lane County. McKenzie Highway, right of way at Municipal Power Canal crossing; county declined to secure. Polk County. Additional right of way at Valley Junction; reimbursement of county ordered.
2347		Washington County. Additional right of way in Beaverton through property of Hattie Rossi, condemnation authorized.
2350		Lincoln County. Yaquina Bay ferry approach embankment and slips; application discussed. Next meeting June 26. Douglas County. Reedsport Section, grading ordered advertised. Wheeler County. Haystack Creek Section surfacing, county unable to cooperate this year. East Entrance to Crater Lake Park. Recommendation as to application of funds.
2351	June 12	Interstate Bridge at Vancouver. Joint meeting of State Highway Commissions of Oregon and Washington.
2355	July 10	Proposals received on following projects: Reedsport Section, grading; Ana Spring-Hunter Hill Section, grading. Morrow County. Removal of certain market roads from system requested. Malheur County. Harper-Burrell Ranch Section urged. Harney County. Route of Central Oregon Highway, reconsideration requested. Burns-Sage Hen Hill Section, surfacing urged. Park site on Poison Creek proposed.
2356		Polk County. Road from Orr's Corners to Dallas; Commission requested to take over. Douglas and Coos Counties. Peoples West Coast Hydro-Electric Co. Pole line permit requested. Lincoln County. Roosevelt Highway, oiling through Delake requested. Awards of contracts made: Ana Spring-Hunter Hill Section; Reedsport Section. East Entrance Crater Lake Park. Transfer from forest contingent fund for surfacing.
2358		Klamath Falls-Weed road, Commission requested to join with California in making state or federal highway. Douglas County. Umpqua Highway, tunnel section. Federal aid requested. Lane County. East Unit, Lowell-Goodman Creek Unit, defaulted bid; full amount of bond to be required. Cascade Highway Association. Survey of proposed highway from Eugene to Oregon City through Brownsville, etc. requested.
2359		Josephine County. New Redwood Highway connection south of Grants Pass; surfacing requested.

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2359	July 10	Umatilla Toll Road. Hearing requested. Morrow County. Remonstrance against Keck Canyon Market Road; Olden Canyon road requested. Wallowa County. Indebtedness discussed. Inland Loop Highway. Designation and survey requested.
2360		Industrial Freight Traffic Bureau. Consideration of contract for audit of freight bills requested. Curry County. Unit 3, Burnt Hill-Chetco River Section, contractor's claims referred to Engineers. Snow removal. Statement of cost for 1927-28 ordered. Next meeting August 14, 1928. Snow equipment. Purchase authorized. Minutes of May 28 and 29, 1928 approved. Interstate Bridge at Vancouver. Minutes of meeting at Olympia approved with correction.
2361		Deschutes County. Metolius River Market Road taken over as part of Santiam Highway. Curry County. Report on cost and feasibility of temporary wooden bridge across Rogue River. Lincoln County. Report on alternate plans for location of future bridge across Yaquina Bay.
2362		National Conference on State Parks. Report on San Francisco meeting. Lincoln County. Yachats park site on north side; purchase authorized. Curry County. Park site near Hunters Head; negotiation ordered. Coos County. Park site owned by Glasgow Coal, Land and Lumber Co. Engineer's recommendation requested. Umatilla County. Bowman timber tract, purchase or lease of part requested by L. L. Mann.
2363		Jackson County. Park site on Crater Lake Highway, negotiation with California Oregon Power Co. reported. Coos County. County securing park sites along county roads. Rural mail and parcel post boxes; standard designs to be prepared. Old Oregon Trail. Stop signs, work postponed. Lincoln County. Depoe Bay bridge, resolution re payment to surety company.
2364		Lake County. Request from city of Lakeview for cooperation in replacing flume under Main Street at Canyon Street. Traffic officer's commissions issued to ferry captains. Curry County. Park site at Port Orford, condemnation of Leutwyler lots ordered.
2365		Linn County. Cascadia East, additional federal funds.
2366		Klamath County. Klamath Unit, additional federal funds. Lincoln County. County Court invited to attend next meeting to discuss indebtedness on Corvallis-Newport Highway. Columbia County. Reimbursement for additional right of way near St. Helens authorized.

Page	Date	Subject
2366	July 10 1928	Tillamook County. Reimbursement for additional right of way near Barview and parcel for channel change at Christensen Slough. Jackson County. Prospect-Park Boundary Section, C. L. Camp, extension of time. Polk County. Luckiamute River bridge and Ash Creek culvert, O. N. Pierce, extension of time. Umatilla County. Emigrant Springs Park, purchase of furnace for lodge approved. Linn County. Lebanon-Sheas Hill Section. Linn County Court offer to advance \$30,000.
2367		Umatilla County. Lazinka Ranch-Albee Section, surfacing; advertisement requested. Projects ordered advertised: Deschutes River bridge at Maupin; Lebanon-Sheas Hill Section, surfacing; Reedsport Section, surfacing.
	Aug. 14	Proposals received on following projects: Reedsport Section, surfacing; Lebanon-Sheas Hill Section, surfacing; Deschutes River Bridge at Maupin.
2368		Linn County. Cascadia Tract discussed as park. Harney County. Drewsey-Juntura Section, construction requested. Alternate routes urged by delegations.
2369		Lincoln County. Indebtedness on Corvallis-Newport Highway discussed. Seal Rocks-Alsea Bay Section discussed. Tillamook County. Trask River bridge and location discussed. Douglas County. Umpqua Highway Improvement District, bond issue proposed.
2370		Central Oregon Highway. Construction of another unit on "desert type" urged. Announcement of awards: Deschutes River bridge at Maupin; Lebanon-Sheas Hill Section, surfacing; Reedsport Section, surfacing.
2371		Umatilla-Wallula Toll Road. Hearing held. Lincoln County. Park site on north side of bay at Yachats; offer of townsite company to be accepted.
2372		Klamath County. Agreement with Government for maintenance materials for The Dalles-California Highway. Coos County. Ferry at Coos Bay, extending or relocating ferry approaches and slips to shorten operating time. Morrow County. Report of Market Road Engineer on request of County Court for changes in system. Report on remonstrance filed against Keck Canyon Road.
2373		Inland Loop Road. Report of Market Road Engineer re survey requested at previous meeting.

Page	Date	Subject
2373	Aug. 14 1928	John Day Highway Association. Protest against removal of sign at Arlington. Old Oregon Trail sign ordered removed and new signs ordered placed. Lincoln County. Matter of War Department approval of ferry slip on south shore of Yaquina Bay. Location of Alsea Bay crossing; application to War Department authorized. Coos County. Proposed park site owned by Glasgow Coal, Land and Lumber Co., timber cruise to be made. Curry County. Park site offered by A. G. Walker; negotiations discontinued.
2374		Grant County. Park site at Johnny Kirk Spring donated. Curry County. Humbug Mountain park site, appraised by General Land Office. Lake County. Park site along Fremont Highway donated by Mr. and Mrs. S. B. Chandler. Wasco County. Park site at mouth of Deschutes River acquired at request of D. A. R. Lincoln National Park Association, letter advising of formation.
2375		Advisory Committee on Highway Beautification, meeting reported. Curry County. Auxiliary launch at Rogue River; purchase authorized. Klamath County. Resolutions received from County Court providing for acquisition of right of way on Dairy-Bly Mountain Section. Lake County. Request that Mr. Devers be loaned to county to handle condemnation case on Summer Lake project. Resolution making Summer Lake Section of Fremont Highway a market road. Resolutions urging sale of \$3,000.00 of state highway bonds and completion of Roosevelt Highway ordered filed. Fossil-Shaniko road; designation as state highway requested. Malheur County. Property for maintenance yard at Ontario; purchase approved. Curry County. Claim of J. W. Sweeney on Unit 3, Burnt Hill-Chetco River Section discussed.
2376		Lane County. McKenzie Highway right of way near Fish Hatchery; report on estimated costs; authority for purchase. Douglas County. Award of Reedsport Section grading contract confirmed. Snow removal equipment, additional Snogo authorized. Klamath County. Request to raise or change concrete bridge on The Dalles-California Highway so logs could be floated on Crooked Creek. Grade widening between Klamath Falls and Lakeview junction postponed.

Page	Date	Subject
2376	Aug. 14	Lake County. New Pine Creek Section, matter of securing federal aid. Next meeting September 25, 1928. Washington County. Tualatin Valley Highway, condemnation of right of way through property of Mrs. S. Vasileff ordered.
2378		Morrow County. Oregon-Washington Highway; new approach road to Jones Ranch approved. Extensions of time: F. L. Brown, Mitchell-Keyes Creek Section; E. R. Metzger, Blue River Bridge; A. S. Wallace, Moro-Kent Section.
2379	Sept. 25	Bids opened: Springfield Bridge Approaches, grading.
2380		Lane County. Protest against construction of embankment approach on west end of Springfield bridge. Award of contract held pending. Josephine County. State asked to take over and surface new Redwood Highway connection at Grants Pass. Harney County. Construction of Drewsey unit urged. Yellowstone Cutoff. Lakeview-Burns Unit, survey authorized. Lake County. Fremont Highway, completion next year asked; county cooperation offered. Harney County. Central Oregon Highway, construction requested.
2381		Lane County. Willamette Highway, surfacing of completed units requested for next year. Willamette Valley-Florence Highway, Cheshire-Harpole Schoolhouse Section requested in 1929; County cooperation offered. Linn County. Cascadia resort property, county interested in purchase for public park. Coos Bay and Rogue River ferries. Request that preference be given stages. Umpqua Highway Improvement District. Bond issue proposed; federal aid suggested. Mazama Club. Committees urging roads in Mt. Hood region. Umatilla-Wallula Toll Road. Application declined.
2382		Shell Oil Company. Policy re signs and filling stations.
2383		Forest Highway Program, amendment approved. Minutes of July 10 and August 14 approved. Douglas County. Reedsport Section, surfacing; contract awarded to F. J. Kernan. Tillamook County. Report on alternate routes south of Tillamook. Hunt Bridge, new span ordered as temporary expedient.
2384		Clackamas County. Permit for toboggan slide at Government Camp requested. Resolution reducing load limit on certain state highways. Resolution limiting loads on certain bridges.

Page	Date	Subject
2391	Sept. 25	Jackson County. Protest against location of Sam's Valley Market Road. Deschutes County. Century Drive designated market road. Morrow County. Ione-Boardman Market Road location approved.
2392		Market roads; reconsideration of previous action re removal requested. Lane County. Location of McKenzie Highway; changes suggested by residents. Coos County. Revised agreement for undercrossing near Lakeside executed. Baker County. Removal of store building from right of way near Hereford requested. Douglas County. Spruce tracts recommended for park sites. Baker County. Park site on north side of Dooley Mountain; purchase approved.
2393		Hood River County. Starvation Falls park site; condemnation ordered. Grant and Wheeler Counties. Scenic area at Picture Gorge; transfer of vacant Government lands to state requested. Deschutes County. Pilot Butte Park, commission to attend dedication. Auditing freight bills; attorney instructed to prepare form of contract. Next meeting October 30, 1928. Extensions of time: John Slotte & Co., Canemah-New Era Section; Hart Construction Company, La Grande-Baker Section; Slate Construction Company, Lebanon-Sheas Hill Section; C. L. Camp, Prospect-Park Boundary Section; H. E. Schmeer, Pilot Rock-Freewater Section; Clyde R. Seitz, East Unit, Pendleton-Kamela Section; Joslin & McAllister, Unity-Hereford Section; W. C. Elliott, Bly-Forest Boundary Section; A. S. Wallace, Moro-Kent Section; Edlefsen-Weygandt Co., Beaverton-Multnomah County Line; Joslin & McAllister, maintenance materials between Arlington and Pendleton;
2394		Jetley Brothers, Central Oregon Highway and Burns-Otis Creek Market Road.
2395		Proposals received on Agency Creek Bridge.
2396	Oct. 30	Harney County. Central Oregon Highway, location through Drewsey requested. Grant County. Pendleton-John Day Highway location discussed. Umatilla County. Lazinka Ranch-Albee Unit, surfacing requested soon. Minutes of September 25, 1928 approved. Resolution regarding distribution of second one-half of market road fund.
2398		Lane County. Springfield bridge approaches; construction deferred.

Page	Date	Subject
2399	Oct. 30.	Morrow County. Eight market roads removed from system. Portland to beaches highway via Vernonia and Saddle Mountain urged.
2400		Klamath County. Petition requesting resurfacing between Merrill and the California state line. Washington County. Foot bridge at Onion Flat requested. Benton County. Reimbursement for losses because of Stephens & Bolderston assignment asked by Philomath State Bank. Yamhill County. Agency Creek bridge contract awarded to Rigdon Bros. Oddie-Colton Bill, copy of regulations applying to operation filed. Pneumatic casings, tubes and solid rubber tires; tabulation of bids presented and contracts recommended. Tillamook County. Rockaway-Garibaldi Section, written statement of claims presented by Guy F. Atkinson. Lake County. Park site on Klamath Falls-Lakeview Highway received from R. A. Booth.
2401		Wheeler County. Request received for concession privileges at Shelton Park. Klamath County. Market road from Bonanza North added to market road system. Douglas County. North Umpqua-Diamond Lake Highway Improvement District; proposed form of petition submitted. Wasco County. State asked to share cost of fighting fires originating on right of way of Columbia River Highway. Audit of freight bills. Offer of Hal F. Wiggins. Contract with A. J. Parrington ordered. Audit of State Highway Fund and Revolving Fund. Chairman authorized to select and employ auditor. Mail box supports. Designs submitted. Clackamas County. Curb ordered constructed around Barlow Monument on Mt. Hood Highway.
2402		Tillamook County. Report that federal aid could not be secured on proposed Trask River Bridge. Coos County. Haynes Slough embankment and bridge; preparation of plans and specifications authorized. War Department permit, application authorized. Extensions of time: A. S. Wallace, Moro-Kent Section, maintenance materials; W. C. Elliott, Bly-Forest Boundary Section, grading; John Slotte, Canemah-New Era Section, widening; F. J. Kernan, Reedsport-Lakeside Section, surfacing. Meeting dates set for November 20 and December 19, 1928. Chairman's statement of purpose of meeting.
2403	Nov. 13	Projects ordered advertised: Harper-Burrelle Ranch Section, grading; Lazinka Ranch-Albee Section, surfacing; Dairy-Lorenz Mill Section, grading.

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2403	Nov. 13	Lane County. Four mill special tax passed for McKenzie and Willamette Valley-Florence Highways. Harney County. Completion of surveys between Juntura and Harper requested. Large construction contracts on Central Oregon Highway requested.
2404		Lincoln County. Unit of Roosevelt Highway requested. Wheeler County. Keyes Creek Summit to Laughlin Ranch, unit authorized. Tillamook County. Petition against abandonment of present Hunt Bridge site presented. Lane County. Rainrock-Florence project; Government engineers requested to complete maps and negotiate with railroad covering encroachment. Clatsop County. Rock Creek Unit grading ordered. Tillamook County. Commission asked to change site of Hunt bridge. Willamette Valley-Florence Highway, name changed to Siuslaw Highway. Curry County. Unit No. 3 Burnt Hill-Chetco River Section, claims of John W. Sweeney rejected. Forest road program. December 19, 1928 set as date for meeting with Government representatives.
2405		Douglas County. North Umpqua-Diamond Lake Highway Improvement District hearing date set. Harney County. Maintenance of Buchanan-Drewsey Unit. Meeting with Washington Highway Committee re Interstate Bridge; date discussed. November 20th meeting postponed until December 19th. Bids authorized on motorized graders, trucks and cars. Lane County. Southern Surety Company asked Commission to accept lesser amount as compromise on Moon Bros. bid bond. Federal aid system. Additions permitted under Oddie-Colton bill considered. Projects authorized:
2406		Lapine-West Forest Boundary Section, grading; Morrow County Line-Umatilla Section, grade widening and gravel surfacing; Thirty-eight bridges on 14 highways.
2407		Clatsop County. Plans authorized for reconstructing bridge over Skipanon Creek. Application for permit from War Department to be made.
	Nov. 20	Joint meeting with Washington Highway Committee at Olympia regarding Interstate Bridge at Vancouver.
2412	Nov. 21	Federal aid system. Additions under Oddie-Colton Bill considered and selection made.
2413		Umpqua Highway. Designation as primary highway by Secretary of Agriculture requested. Klamath County. Grade widening authorized from Klamath Falls to Lakeview junction. Load limit order affecting certain bridges modified.

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2414	Dec. 11	North Umpqua-Diamond Lake Highway Improvement District hearing held.
2418	Dec. 17	Joint meeting with State Highway Committee of Washington relative to Interstate Bridge at Vancouver.
2420	Dec. 18	Jackson County. Claim of Wm. von der Hellen for reimbursement for additional expenditures. Multnomah County. Upper Columbia River Highway, discussion as to taking over. North Umpqua-Diamond Lake Highway Improvement District, boundaries disapproved.
2421		Lane County. Extensions made to market road system. Addition to market road system. Removal from market road system. Coos County. Additions to market road system.
2422		Salmon River Road. Application for franchise for telephone line between Valley Junction and Otis. Biennial Report discussed. Resident engineers on maintenance commissioned as traffic officers. Tentative oiling program for 1929 presented. Shelton Park. Application of L. E. Shelley for concession privileges laid on table. Timber land between Hood River and Mosier. Purchase authorized. Douglas County. Request that area at junction of Coos Bay and Pacific Highways be landscaped and planted. Curry County. Report on signing pledges by landowners not to permit commercial signs on property.
2423		Property Tax Relief Commission. Discussion of proposal to substitute one-cent gasoline tax for one-mill tax for market roads.
	Dec. 19	Proposals received on following projects: Harper-Burrelle Ranch Section, grading; Lazinka Ranch-Albee Section, surfacing;
2424		Morrow County Line-Umatilla Section, regrading and surfacing; Keyes Creek Summit-Fort Creek Section, grading; Rock Creek-Big Noise Creek Section, grading; Lakeside Undercrossing Section, grading;
2425		Lapine-West Forest Boundary Section, grading; Dairy-Bly Mountain Section, grading; Trask River Bridge;
2426		South Yamhill River Bridge (Mercier). Malheur County. Snake River bridge at Nyssa; State asked to take over maintenance. Engineer to report on condition. Unit of Central Oregon Highway west of Harper requested. Josephine County. Bridge over Rogue River at Grants Pass requested. Forest Service and Bureau of Public Roads representatives present.

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2426	Dec. 19	Jefferson County. Santiam Highway, construction requested. Oregon Beaches-Roosevelt Highway Association, delegation urging sale of bonds.
2427		Douglas County. Roosevelt Highway, work north of Gardiner requested. County cooperation offered. Lane County. Roosevelt Highway, work south of Glenada requested. County cooperation offered. Clatsop County and Astoria Chambers of Commerce. Suggestion as to issuance of bonds for Roosevelt Highway. Lane County. Judge Barnard not in favor of cooperation on Roosevelt Highway in any great amount.
2428		Curry County. Bridge over Rogue River requested. Santiam Highway. Delegation from several counties. Linn and Jefferson County cooperation offered. Crook County. Completion of Bear Creek Road requested. Marion County. North Santiam project, survey requested. Salmon River Highway, right of way matters discussed. Lake County. Fremont Highway, construction requested. New Pine Creek-California State Line Section ordered advertised.
2429		Harney County. Sage Hen Hill-Burns Section, surfacing requested. Canyon City-Burns Highway, consideration in forest program requested. Relocation between Burns and Poison Creek requested. Grant County. Canyon Creek and Soda Mountain Sections requested. Pendleton-John Day Highway, alternate routes discussed. Unit from South Forest Boundary to mouth of Little Beech Creek requested. Survey from Long Creek to Umatilla County line asked. Continuation of market road construction into Hamilton desired.
2430		Umatilla County. Pendleton-John Day Highway, resurvey between Ukiah and North Fork of John Day River asked. County cooperation offered Ukiah to Grant County Line. Morrow County. Heppner-Spray Road, Unit from mouth of Beech Creek to Hardman requested. Gilliam County. East and west road through county advocated. Yellowstone Cut-off discussed. Survey completed. Announcement of awards: Lazinka Ranch-Albee Section; South Yamhill River Bridge (Mercier); Trask River Bridge; Lapine-West Forest Boundary Section; Lakeside Undercrossing Section; Rock Creek-Big Noise Creek Section; Dairy-Bly Mountain Section; Harper Burrelle Ranch Section; Morrow County Line-Umatilla Section; Keyes Creek Summit-Fort Creek Section.
2431		

Page	Date	Subject
2431	Dec. 19	<p>Lane County. County cooperation available for McKenzie and Siuslaw Highways. Cooperation for bridges ready. County ready to secure right of way east of Springfield. Siuslaw Highway. Location between Cheshire and Junction City not favored by County Court.</p> <p>Douglas County. Tiller-Trail Road, consideration in forest road program requested.</p> <p>Coos County. Haynes Slough Drainage District given permission to install tide gates on bridge.</p>
2432		<p>Multnomah County. State requested to take over Columbia River Highway outside city limits of Portland.</p> <p>Selection of Base Line Road urged.</p> <p>Agreement covering transfer of Interstate Bridge revised and executed.</p> <p>Forest Highway Program for 1930. Meeting to be held on January 3, 1929.</p> <p>Next meeting January 29, 1929.</p> <p>Motorized graders; purchase authorized.</p> <p>Projects ordered advertised:</p> <ul style="list-style-type: none"> Sage Hen Hill-Burns Section, surfacing; Missouri Bend-Alsea Mountain Section, resurfacing and maintenance materials; Low Pass-Greenleaf Creek Section, resurfacing and maintenance materials;
2433		<p>Seufert-John Day Section, resurfacing and maintenance materials;</p> <p>Hilgard-La Grande Section, resurfacing and maintenance materials;</p> <p>Baker-Durkee Section, resurfacing and maintenance materials;</p> <p>Endicott Creek-Rock Creek Section, resurfacing and maintenance materials.</p> <p>- Compression testing machine for materials laboratory authorized.</p> <p>Gas shovels, purchase of two authorized.</p> <p>Trucks, purchase of six authorized.</p> <p>Extensions of time:</p> <ul style="list-style-type: none"> F. L. Brown, Mitchell-Keyes Creek Summit Section; Washburn & Hall, West Unit, Lowell-Goodman Creek Section; J. W. & J. R. Hillstrom, Dufur-Cow Canyon Section. <p>Load limit order affecting bridges modified.</p>
	1929	
2434	Jan. 3	Forest Road Program for 1930. Conference held and program agreed upon.
2436		<p>Interstate Bridge at Vancouver. Deed accepted.</p> <p>Awards of contracts confirmed:</p> <ul style="list-style-type: none"> Harper-Burrelle Ranch Section; Dairy-Bly Mountain Section.

Page	Date	Subject
2436	Jan. 3	Report by engineer on low bidders on following projects:
2437		<p>Morrow County Line-Umatilla Section;</p> <p>Rock Creek-Big Noise Creek Section;</p> <p>Lazinka Ranch-Albee Section.</p> <p>Umatilla-Wallula Cut-off; decision requested by W. H. Lynch.</p> <p>Umatilla County. Pendleton-John Day Highway, purchase of timber land at summit of Blue Mountains authorized.</p> <p>Lane County. State to acquire right of way for McKenzie bridge on revised alignment.</p> <p>Springfield-Cogswell Hill Section. Location adopted and project authorized.</p>
2438		<p>Curry County. Park at Battle Rock; project abandoned.</p> <p>Deschutes County. Bend-Horse Ridge Section, reconstruction authorized.</p> <p>Oiling program for 1929 discussed.</p> <p>Maintenance patrol stations; construction approved at Sisters</p> <p>Paisley</p> <p>Sandy</p> <p>Corvallis</p> <p>La Grande</p> <p>Extension of time:</p> <p>John Hampshire, Klamath Falls-Merrill-Olene Section.</p>
2439	Jan. 29	<p>Proposals opened on following projects:</p> <p>Baker-Pleasant Valley Section, resurfacing and maintenance material;</p> <p>Missouri Bend Section, maintenance materials;</p> <p>The Dalles-John Day River Section, maintenance and betterment materials;</p>
2440		<p>Hilgard-La Grande Section, resurfacing and maintenance material;</p> <p>Bridge over Canyon Creek (Deer Park Inn);</p> <p>Bridge over Gate Creek;</p> <p>Bridge over McKenzie River at McKenzie Bridge.</p> <p>Jackson County. Claim of Wm. von der Hellen in connection with Contract No. 380 presented.</p> <p>Lane County. Springfield-Cogswell Hill Section ordered advertised for grading.</p>
2441		<p>Siuslaw Highway. County funds ready. Report of Chairman on conference with Southern Pacific officials.</p> <p>Willamette Highway. Lowell east, surfacing to be done this year.</p> <p>Springfield bridge. Early completion of approaches urged. Plans and specifications for removal of old structure and erection at new site ordered.</p> <p>Deschutes County. The Dalles-California Highway north of Bend, rebuilding requested. Central Oregon Highway, some work to be done this year.</p> <p>Harney County. Central Oregon Highway, new location through Burns to connect with Canyon City-Burns location asked. State cooperation on work in city requested.</p>

Page	Date	Subject
2441	Jan. 29	Harney County. Bridge across Middle Fork of Malheur River at Drewsey, replacement discussed. Engineer to report. Malheur County. Survey east of Harper requested. Harney and Malheur Counties. Drewsey-Juntura Section requested.
2442		Douglas County. Umpqua Highway; funds available. Discussion of Federal Aid. Drain West project ordered prepared. Sherman County. Oiling southern end of Sherman Highway requested. Portland-Beaches Road, survey requested. Curry County. Oiling on Roosevelt Highway requested. Port Orford-Myers Creek Section, widening and straightening requested. Battle Rock Park; final rejection withheld. Chairman Van Duzer not present in afternoon. Lake County. Petition that New Pine Creek Section of Fremont Highway be constructed along old road.
2443		Josephine County. State requested to take over roadway by Fairgrounds as part of Redwood Highway. Rogue River bridge at Grants Pass. County cooperation on new bridge offered. East side highway Oregon City to Portland; designation asked. Lincoln County. Bridge across Lint Slough discussed; county cooperation on embankment offered. Marion County. Designation of North Santiam route as state highway requested. Designation as part of forest highway system agreeable to Forest Service.
2444		Curry County. Release of part of final estimate due J. W. Sweeney agreed to by Commission. Federal aid matters discussed: Drain West grading unit approved. Scottsburg bridge, maintenance clause in project agreement. Weiser Spur, inclusion in Federal Aid System discussed. Umatilla-Wallula Cut-off discussed. Tabulation of bids read and action taken on following: Canyon Creek (Deer Park Inn) bridge; McKenzie Bridge; Gate Creek Bridge; Hilgard-La Grande Section; Baker-Pleasant Valley Section; The Dalles-John Day River Section; Missouri Bend Section. Lane County. Springfield bridge approaches, award approved. Minutes of October 30, November 13, 20 and 21, December 11, 17, 18 and 19, 1928 and January 3, 1929 approved. Klamath County. Klamath Falls-Lakeview Junction Section; 30 ft. pavement between east city limits and Altamont. Canal Bridge requested. Offer of additional 10 feet of right of way accepted.
2445		

Page	Date	Subject
2445	Jan. 29	Donald Isham, claim for personal injury approved for payment. Additional payment recommended to Ways and Means Committee.
2446		Malheur County. Snake River bridge at Nyssa; report on condition. Resolution covering execution of agreement with State of Washington re Interstate Bridge at Vancouver. Oiling, recoiling and bituminous macadam program for 1929 approved. Lane County. Willamette Highway; extension of grading east from end of forest contract requested.
2447		Equipment, purchase authorized. Next meeting March 1, 1929. Projects authorized: Riverton-Bandon 6 mi. south, resurfacing and maintenance materials; Neskowin-Siletz Bay, resurfacing and maintenance materials; Neskowin-Siletz Bay, ditching and widening; Keene Creek-Jenny Creek, resurfacing and maintenance materials; Keene Creek-Jenny Creek, ditching and widening; Lostine-Joseph, resurfacing and maintenance materials and ditching; Rhododendron-Government Camp, resurfacing and maintenance materials; Endicott Creek-Mystic Creek, resurfacing and maintenance materials; Wasco-Grass Valley, resurfacing and maintenance materials; Baker-Pleasant Valley, widening and line change; Birch Creek-Slides Section, maintenance materials; Kamela-Hilgard, grade widening and revision in alignment; Hayes Hill-Shattuck Corner, bituminous macadam; Prospect-Park Boundary, bituminous macadam. Resident maintenance engineers commissioned traffic officers: F. D. Eason C. E. Carter Oscar Cutler J. N. Bishop A. A. Amort Raymond Walsh Thos. A. Rice C. C. Seeley Paul Van Scoy C. H. Armstrong B. J. Crowley K. D. Lytle W. S. Hodge J. R. Mitchell H. N. Hackett
2448		

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	1929	
2448	Jan. 29	Extensions of time: H. E. Schmeer, Pilot Rock-Freewater Section; Clyde R. Seitz, Pendleton-Kamela Section.
2449	Feb. 11	Salmon River-Grande Ronde Highway Improvement District, to reimburse State for securing right of way. Curry County. Leutwyler property; purchase urged. Traffic officer, H. G. Smith appointed. Load limit orders: Sherman Highway between Biggs and the junction with The Dalles-California Highway; The Dalles-California Highway between the junction with the Sherman Highway and Bend; 2451 Mt. Hood Highway between Multnomah County line and Rhododendron; 2452 Mt. Hood Highway between Hood River and the junction with Cooper's Spur Road.
2454	March 8	Bids opened on following projects: Quartz Station Section, grading; Endicott Creek-Mystic Creek Section, maintenance materials; Deer Creek-Shattuck Corner Section, oiling and bituminous macadam; 2455 Klamath Falls-Lakeview Junction Section, grade widening; Springfield-Cogswell Hill Section, grading; De Moss Springs-Grass Valley Section, resurfacing; 2456 Bridge over Alder Creek near Durkee; Bridges over Budd and Cunningham Creeks; Bridge over Malheur River near Vale; 2457 Frame building for maintenance patrol quarters at Corvallis; Frame building for maintenance patrol quarters at Sandy; Frame building for maintenance patrol quarters at La Grande. Lane County. Willamette Highway, 3 $\frac{1}{2}$ miles grading requested. Siuslaw Highway. Cheshire-Harpole School House Section requested. Lake County. Fremont Highway, New Pine Creek Section; hearing to be held in Lakeview. Fremont Highway, work to be done north of Silver Lake. 2458 Cascade Highway. Survey requested by delegation. Multnomah County. Property at Latourell Falls deeded to State by Guy W. Talbot. Linn County. Santiam Highway, construction from Ranger Station east requested; county cooperation offered. Portland-Beaches. Investigation of various routes requested. Clackamas County. Inquiry regarding change in route of Pacific Highway between Canby and New Era.
2459		Central Oregon Highway. Statement regarding program. Clackamas County. Petition for sidewalk on Molalla River bridge. Josephine County. Rogue River bridge at Grants Pass, county cooperation offered; county will secure right of way.

Page	Date	Subject
	1929	
2459	March 8	Union County. Building at La Grande. W. C. Kelly asking permission to substitute another bid bond. Vibrolithic pavement. Commission asked to investigate. Truck with trailer to carry three light cars, permission asked to try out idea; referred to Engineer and Chief Traffic Officer. Baker County. County Court asked to come to next meeting to discuss indebtedness.
2460		Announcement of awards: Quartz Station Revision; Endicott Creek-Mystic Creek Section; Springfield-Cogswell Hill Section; De Moss Springs-Grass Valley Section; Deer Creek-Shattuck Corner Section; Klamath Falls-Lakeview Junction Section; Maintenance patrol building at La Grande; Maintenance patrol building at Sandy; Maintenance patrol building at Corvallis; Bridge over Alder Creek near Durkee; Bridge over Malheur River near Vale; 2461 Bridges over Budd and Cunningham Creeks near Coquille. Jackson County. Claim of Wm. von der Hellen. Payment approved under authority of House Joint Resolution No. 8. Arbitration clause; use in contracts discussed. Tillamook County. Rockaway-Garibaldi Section, claim of Guy F. Atkinson to be settled by arbitration. Minutes of January 29, 1929 approved. Benton County. Extension of Market Road No. 1 from Summit west to Lincoln County line approved. 2462 Lincoln County. Bridge across Alsea Bay; preliminary plans ordered, War Department approval requested. Yaquina Bay bridge site and approaches. Modification of tentative War Department ruling discussed. Coos County. Request to War Department for permission to occupy government property at Tupper's Rock Quarry. Umatilla-Wallula Cut-off. Consideration postponed. Mile posts to be set on Sherman, John Day and Redwood Highways. Lane County. Siuslaw Highway; route via Mapleton approved in lieu of North Fork route as part of forest highway system. Forest highway projects; changes in names to conform to state designations approved. Coos County. Bridge across Isthmus Slough; plans authorized, to be paid for by county. 2463 Contractors Equipment Dealers Association asking that Oregon dealers be favored over outsiders. Union County. Request from city of La Grande to include additional materials in Hilgard-La Grande contract for use in city.

Page	Date	Subject
	1929	
2463	March 8	KOAC. Permission given to broadcast road condition bulletins. Josephine County. Banner across Redwood Highway at Kerby; request denied. Klamath County. Claim against M. A. Puckett for damage by log hauling ordered collected. Extensions of time: John Slotte & Co., Canemah-New Era Section; George Abraham, Morrow County Line-Umatilla Section. Purchase approved: 4 2-ton trucks, four wheel traction type 18 1-ton trucks, 6 light delivery cars, 6 light closed cars, 5 automobiles for traffic service.
2464		Maintenance patrol sheds, construction at Ontario, Redmond and Sisters approved. Projects approved: Lostine-Enterprise Section, resurfacing and maintenance material; Snake River Slides Section, resurfacing and maintenance material; Corvallis-Eddyville Section, resurfacing and maintenance material; Low Pass-Greenleaf Creek Section, resurfacing and maintenance material. Award of contract: McKenzie River Bridge; award confirmed. Load limit orders: La Grande-Wallowa Lake Highway between Island City and Joseph; John Day Highway between Prairie City and Unity Junction; Old Oregon Trail between Haines and Baker; Lake County. Meeting at Lakeview in matter of New Pine Creek location to be held on March 22, 1929. Next regular meeting March 29, 1929; following meeting April 19, 1929. Lincoln County. Salmon River Road between Rose Lodge and Otis, resolution authorizing condemnation of right of way.
2472	March 22	Lake County. Hearing on location of New Pine Creek Section of Fremont Highway.
2473		New Pine Creek Section, grading ordered advertised. Lakeview-California Line Section, surfacing ordered. Fremont Highway, East Forest Boundary-Silver Lake (town), unit to be undertaken this fall. Lane County. Florence-Rainrock forest highway agreement signed. Josephine County. Rogue River bridge at Grants Pass, county cooperative offer accepted.
2474		Ashland-Klamath Falls Highway, name changed to Green Springs Highway.

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2474	March 22	Reduced load limit removed: Mt. Hood Highway Sherman Highway The Dalles-California Highway Awards of contracts confirmed: Quartz Station Section, grade widening and revision; De Moss Springs-Grass Valley Section, resurfacing; Alder Creek Bridge near Durkee; Budd and Cunningham Creek Bridges; Klamath Falls-Lakeview Junction Section, grade widening. Lake County. New Pine Creek Section, location adhered to. Central Oregon Highway. Hampton-Burns Section; day labor crew authorized for "desert type" construction.
2475	March 29	Bids opened on following projects: Corvallis-Kline's Mill Section, resurfacing; Sage Hen Hill-Burns Section, surfacing;
2476		Greenleaf Creek-Low Pass Summit Section, resurfacing; Snake River Slides Section, regrading and resurfacing; Lostine-Enterprise Section, resurfacing;
2477		Bridge over North Powder River; Bridges over Four Mile, Crooked and Johnson Creeks. Malheur River bridge. Statement of Chairman regarding bogus bid.
2478		Malheur County. Harper-Burrelle Ranch Section, surfacing requested. U. S. Route No. 30. Designation of road from Caldwell via Nyssa to Ontario requested. Malheur County. Nyssa bridge, state requested to take over. Portland to Beaches. Investigation of route through Elsie and Hamlet requested. Douglas County. Umpqua Highway, maintenance between Scottsburg and Drain, agreement. County to secure right of way on unit from Drain west. Unit from Drain to Red Bridge to be advertised as first unit. Scofield River bridge. Permit to lay water pipe line on bridge.
2479		Route through Reedsport, determination requested. Lane County. Willamette Highway; grading of three mile unit requested. Siuslaw Highway; Rainrock-Florence forest project, to cover two year period. Springfield bridge. Dismantling, removal and erection of old bridge to be advertised for County. Lower Columbia River Highway. Widening between Multnomah County Line and Astoria requested. Linn County. Santiam Highway; county's cooperative offer discussed.
2480		North Santiam Project. Extension from Detroit to connection with South Santiam approved.

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2480	March 29	Josephine County. Widening Oregon Caves Highway, cooperation agreed upon.
		Baker County. Indebtedness cancelled.
2481		Columbia County. Widening of Columbia River Highway at St. Helens discussed.
		Announcement of awards:
		Lostine-Enterprise Section;
		Sage Hen Hill-Burns Section;
		Greenleaf Creek-Low Pass Summit Section;
		Snake River Slides Section;
		Corvallis-Kline's Mill Section;
2482		Bridges over Four Mile, Crooked and Johnson Creeks;
		Bridge over North Powder River.
		Minutes of February 11 and March 8, 1929 approved.
		Union County Court invited to attend next meeting to discuss indebtedness.
		Central Oregon Highway; report on snow conditions.
		Klamath Falls. Convention committee of B. P. O. E., request for permit to erect advertising signs.
		Benton County, addition of market roads approved:
		Summit-Benton-Lincoln County Line;
		Alpine-Glenbrook Road;
		Bellfountain-Dawson Road.
2483		Rufus. House for patrolman to be leased for three years.
		Lincoln County. Additional width of right of way through Toledo, city ready to secure.
		Toll bridge at Astoria, reply to Congressman Hawley's inquiry as to Commission's position.
		Lincoln County. Bridge and approach at Yaquina Bay, preparation of plans and submission to War Department authorized.
		Extensions of time:
		Newport Construction Company, Mohler-Garibaldi Section;
		H. E. Schmeer, Pilot Rock-Freewater Section;
		Simonsen & Hefty, Keno-Klamath Falls Section.
		Tillamook County. Rockaway-Garibaldi Section; resolution re claims of Guy F. Atkinson.
2484		Umatilla County. Resolution re acquiring Indian lands for timber reserve.
2489		Next meeting April 19, 1929.
2490		Projects authorized:
		Canemah-New Era Section, paving;
		New Pine Creek Section, grading.
		Polk County. Road between Orr's Corners and Dallas; further report ordered.
		Deschutes County. Pilot Butte-Horse Ridge Section, regrading ordered advertised.

Portland, Oregon, April 20, 1928.

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

H. B. Van Duzer, Chairman
C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids were received on the following projects:

ROOSEVELT COAST HIGHWAY
GARDINER SUMMIT SECTION - GRADING

E. L. Gates	\$85,417.00
A. C. Greenwood	88,961.00
Wren & Greenough	92,218.00
Logan, von der Hellen & Pierson	103,805.00
Washburn & Hall	104,380.00
F. J. Kernan	104,877.00
C. R. Johnson	112,225.00
J. J. Dann	118,629.00
The Kesi Company	119,954.00
Kern & Kibbe	131,745.00

GILLIAM COUNTY
RAMSEY CANYON MARKET ROAD - SURFACING
WEHRLI CANYON MARKET ROAD - GRADING AND SURFACING

Rust Brothers	\$22,452.07
Earl L. McNutt	24,836.75
Doggett & Cooper	32,894.25

KLAMATH FALLS-LAKEVIEW HIGHWAY
BEATTY-FOREST BOUNDARY SECTION - SURFACING

Wren & Greenough	\$146,563.00
Jas. F. Clarkson	147,295.00
Simonsen & Hefty	152,668.00
A. Milne & F. J. Dussault	162,480.00
Joslin & McAllister	168,876.00
R. W. Shaffer	181,330.00
A. C. Greenwood	187,954.00
Kern & Kibbe	192,882.00

COUNTY ROAD - LANE COUNTY
BRIDGE OVER MCKENZIE RIVER NEAR COBURG

Portland Bridge Company	\$44,360.00
Gilpin Construction Company	46,387.50
Clackamas Construction Company	47,840.00
Union Bridge Company	48,298.00
Lindstrom & Feigenson	51,670.00

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UMATILLA COUNTY
YOKUM-STAGE GULCH MARKET ROAD
BRIDGE OVER UMATILLA RIVER AT YOKUM

Kuckenberg-Wittman Co. Inc.	\$15,180.00
J. J. Badraun	15,980.00
Illinois Steel Bridge Company	16,872.50
O. N. Pierce	17,330.00

COUNTY ROAD - UNION COUNTY
BRIDGE OVER CATHERINE CREEK - FABRICATED STRUCTURAL STEEL

Poole & McGonigle	\$2,744.00
Illinois Steel Bridge Company	2,912.00
Pittsburg-Des Moines Steel Co.	3,136.00

Judge Kelty and Commissioners Fisher and Snider of Lake County stated that Lake County had established a credit with the Commission over a period of years and that they had depended on the construction of the Summer Lake Section this year. Further they had a county bond issue up for consideration and the state construction on the Summer Lake Section would have an important bearing on the outcome of the election. Commissioner Snider suggested that the cost of the project could be reduced by cutting off the approach to Picture Rock Pass on the south slope which will reduce the length about one and one-half miles and eliminate some of the heavy work. The project would then extend from Hunter Hill to the foot of the hill on the south side of Picture Rock Pass. This was satisfactory to the Commission and the engineer was instructed to advertise the grading of this unit at the next meeting. Judge Kelty asked that the amount expended by the County Court in grading the small unit of this project near the Summer Lake Post Office under the supervision of the engineer be credited as cooperation by Lake County. The engineer was instructed to obtain the exact cost of this work and apply the same to the credit account of Lake County. Commissioner Snider asked that it be made clear that Lake County should receive credits for work done and advances made on the Fremont Highway. On motion which was carried, the Commission agreed to amplify the record made in the minutes of November 29, 1927 that Lake County should receive credit for work done and advances made on the Fremont Highway on the basis of 25 per cent county and 75 per cent state funds. Judge Kelty asked, "If the county grades the six mile unimproved gap between Lakeview and the California state line this year, would the state surface it next year?" On motion which was carried, the Commission agreed to this project.

Judge Gillette of Josephine County asked for a change in the Redwood Highway just south of Grants Pass. He proposed to turn off the Pacific Highway with a 56 degree curve and parallel the railroad tracks on the north side for about 3500 feet and connect with the present highway near the present grade crossing. He offered a 90 foot right of way and urged the project as it passes in front of the Josephine County Fairgrounds and avoids two railroad crossings and saves some distance. The Engineer recommended that a 10 degree curve be substituted for the

56 degree curve. Matter held for further consideration.

William Hanley of Burns stated the desert type construction between Millican and Hampton was very satisfactory and urged that the work be completed between Bend and Burns. He stated that he did not think surfacing was necessary between Burns and Sage Hen Hill which had been asked by the Harney County Court. Mr. Hanley introduced Pat Cecil of Burns who extended the Commission an invitation to make an inspection trip over this road.

Judge Adkisson of Wasco County asked when the Maupin bridge would be advertised. He was advised that this would be done as soon as the plans are completed.

J. W. Sweeney asked for consideration of his claim for adjustments on contract No. 835, grading Unit No. 3. Burnt Hill-Chetco River Section of the Roosevelt Coast Highway in Curry County. The Engineer reported that Mr. Sweeney's claims had been reviewed and that while some minor adjustments appeared justified, most of the claims were rejected. The Engineer was instructed to make the report in writing and furnish Mr. Sweeney with a copy.

Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, B. C. Seydel Company on August 26, 1926, entered into a contract with the state of Oregon, through its highway commission, wherein and whereby the said contractor agreed to furnish a quantity of road surfacing materials and agreed to perform other work specifically set forth in said contract, which is designated as State Highway Contract No. 913, and

WHEREAS, thereafter the said B. C. Seydel Company, with the consent of its surety, assigned said contract to the Seydel-Hammel Company, a corporation, which said corporation thereafter changed its name to the M. D. Hammel Construction Company, and

WHEREAS, by mutual consent, the said contractor agreed to furnish as a part of said contract an additional quantity of rock; namely, 4000 cubic yards of crushed rock upon terms, conditions and for an agreed price, all of which additional work was in writing, properly signed, and

WHEREAS, the said Seydel-Hammel Company, now the M. D. Hammel Construction Company, defaulted in the performance of its said contract and abandoned said work, as a result of which said default and abandonment the state was required to take over and complete said contract, and

WHEREAS, at the time of said default and abandonment there had been practically completed all the work set out in the contract as originally prepared, and

WHEREAS, the Independence Indemnity Company, which is surety on the bond furnished by said contractor, is negotiating with persons having claims for labor or material incurred in connection with the performance of said contract, and has indicated to the highway commission that said surety company is ready and willing to pay said claims, at least to the extent and limit of the bond, and

WHEREAS, said surety company has requested that it be relieved of any liability or responsibility for the furnishing of said additional rock other than the responsibility or liability for any claims thus far incurred in connection therewith, and

WHEREAS, it appears to the state highway commission that said job can be terminated insofar as the surety company is concerned by eliminating therefrom the obligation and agreement to furnish the said additional 4000 cubic yards of rock, and

WHEREAS, in connection with the surety company's request that such action be taken, the surety company has agreed to pay all lienable claims for labor and material, and has agreed that the state may withhold moneys earned under said contract as originally written and unpaid at this time, and may apply such funds to reimburse the state for any loss it may sustain by reason of the default of the contractor to furnish and deliver the said 4000 cubic yards of rock, which offer is made by the surety company with the understanding that should there be any surplus over and above any loss sustained by the state then such surplus shall be paid to the surety company.

THEREFORE, be it resolved by the Oregon State Highway Commission, that the said surety company be and it is hereby relieved of any obligation to furnish or deliver the said additional 4000 cubic yards of rock, and

Be it further resolved, that insofar as said surety company is concerned, the said contract be declared completed and terminated without the furnishing of said additional rock.

Be it further resolved that the Highway Commission procure such additional rock from such other sources as may be possible, and it is hereby ordered that any funds earned under said contract and unpaid to the said contractor, be held until it can be determined how much, if any, loss the state will sustain by reason of the failure of said contractor to furnish and deliver said 4000 cubic yards of rock.

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Be it further resolved that should the state sustain any loss by reason of said default such retained funds shall be applied to reimburse the state for such loss, and the surplus, if any there be, shall be paid to the Independence Indemnity Company pursuant to their said offer.

The motion was duly seconded and carried.

The Attorney presented a letter from E. M. Elliott and Associates inquiring the attitude of the Commission re toll bridges in this state with particular reference to a proposed privately owned toll bridge across the Columbia River at Astoria. The Attorney was instructed to reply that it is the policy of the Commission to oppose privately owned toll bridges or toll roads.

The Equipment Engineer presented to the Commission his recommendation as to the purchase of lubricating oils and greases for the year's requirements. Recommendations approved as follows:

Penn Products Corp.	Penn Empire Medium	5,000 gal.	\$.54 per gal.
	" " Heavy		.56 " "
Standard Oil Co.	Zerolene 5 and F	5,000 gal.	.305 " "
	Cup grease light		.0625" lb.
	" " medium	5,000 lb.	.07 " "
	" " heavy		.0775" "
	Zerolene gear oil	3,000 gal.	.33 " gal.
Union Oil Co.	Aristo Heavy	5,000 gal.	.305 " "
	Cup grease, light,		
	medium & heavy	5,000 lb.	.0625" lb.
	Aristo worm oil	2,000 gal.	.325 " gal.
General Petroleum Corp.	Green Spot medium	10,000 gal.	.305 " "
	" " heavy	10,000 gal.	.305 " "
	" " ex. heavy	5,000 gal.	.305 " "
Associated Oil Co.	Cup grease light,		
	medium & heavy	10,000 lb.	.065 " lb.

A warning sign for use in state park property prepared by the Attorney was adopted as standard.

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

Gardiner Summit Section, Roosevelt Coast Highway in Douglas County, 1.95 miles grading. The low bid of E. L. Gates at \$85,417.00 was satisfactory, but the award was held pending receipt of a cooperative agreement with Douglas County.

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Wehrli Canyon and Ramsey Canyon Market Roads in Gilliam County. These being county projects, the bids were referred to the County Court of Gilliam County.

Beatty-Forest Boundary Section of the Klamath Falls-Lakeview Highway, 21.3 miles of surfacing. On motion which was carried, the contract was awarded to the low bidder, Wren & Greenough, at \$146,563.00.

Bridge over the McKenzie River at Coburg on county road in Lane County. The County Court requested that the contract be awarded to the low bidder, Portland Bridge Company, at \$44,360.00.

Bridge over the Umatilla River at Yokum on the Yokum-Stage Gulch Market Road in Umatilla County. The County Court requested that the contract be awarded to the low bidder, Kuckenberg-Wittman Company, at \$15,180.00.

Bridge over Catherine Creek on a county road near Hot Lake, Union County. This project having been advertised for Union County, the bids were referred to the County Court.

R. J. Hubbard of Reedsport stated that Douglas County has \$346,000 of O. & C. money on hand, being the amount reserved to meet the State's demand for its share. The Supreme Court having decided adversely to the State, the County Court were now free to divide it over three projects which had been previously pledged. One-third or \$115,333 had been promised for the Umpqua Highway project between Scottsburg and Drain. Mr. Hubbard asked the Commission, "If the Umpqua Highway is approved as a part of the Federal Aid system and if the County Court of Douglas County will turn over to the State Highway Commission the one-third pledged for the Umpqua Highway; i. e. \$115,333, will the Commission accept this fund and use it to secure Federal Aid in the usual ratio?" The Commission answered, "Yes." Mr. Hubbard further explained that the district would prefer that the tunnel section eliminating Hancock Mountain be undertaken next after the Scottsburg bridge.

Judge Schannep, Commissioner Hales and Roadmaster Shannon of Umatilla County asked for the surfacing of the 12 mile section of the Lazinka Ranch-Albee Unit of the Pendleton-John Day Highway with particular reference to the north 6 miles so that travel could use it this next winter. The Engineer reported that it would be desirable to let the entire 12 miles in one contract on account of the location of the quarries. The Chairman stated, "We will guarantee you at least a base course of surfacing on the north 6 mile section before the winter."

The Commission approved the assignment of contract by H. G. Johnson to the McGeorge Gravel Co. covering the furnishing of maintenance materials on the Riverton-Coquille-Hoffman Bridge Sections of the Coos Bay-Roseburg and Roosevelt Highways in Coos County.

The minutes of the meeting of March 27, 1928 were approved by the Commission.

The Commission approved the erection of historical information signs on the Old Oregon Trail.

A petition was received from the County Court of Polk County requesting the Commission to pave the present county road on the south side of Rickreall Creek between Dallas and Orrs Corners on the West Side Pacific Highway about 4.2 miles in length. The Court pledged themselves to provide the necessary drainage and grading. The matter was referred to the Engineer for investigation and report.

Complaint was received from the Gold Beach Exchange Club relative to ferry service at the Rogue River. The Engineer reported that ferry operations had been hindered by high water in the latter part of March and the first part of April. The Exchange Club urged that 24 hour service be provided instead of the present sixteen hour service. The Engineer was instructed to investigate the cost of operating an extra launch and barge as auxiliary equipment, also to submit a report of ferry operations for the months of April and May at the next meeting. R. L. Macleay asked the Commission to consider the immediate construction of a bridge across the Rogue River between Wedderburn and Gold Beach to be operated by the state as a toll bridge. The Chairman stated that as soon as completed there would be a demand that the bridge be made free of tolls.

A petition was received from residents of Fort Rock and vicinity requesting that the Fremont Highway be routed so as to follow the present stage route passing through Fremont and Fort Rock. Petition declined for reason that adopted route via Horse Ranch provides shorter distance.

A letter was received from George W. Soranson stating that progress was being made in securing deeds for the property between the Roosevelt Highway and Battle Rock in Curry County except the Leutwyler lots which the owner would not sell for a reasonable amount. Mr. Soranson recommended that condemnation proceedings be instituted against this property. The Commission agreed to this and instructed the Attorney to condemn the Leutwyler property if the owner would not accept a reasonable offer.

Commissioner Sawyer was delegated to represent the Commission at the Yellowstone Trail Association meeting at Lakeview in May.

The Engineer reported an encroachment on the north side of the state shop property at La Grande by the residence of Dr. Mayfield. It was agreed that an easement should be given Dr. Mayfield for the life of his building. Easement to be recorded.

The meeting of the National Conference on State Parks at San Francisco on June 26, 1928 was discussed and it was voted that Commissioner Sawyer should represent the Commission and also that a member of the Advisory Board on Highway Planting be invited to accompany him.

Commissioner Gates offered the following resolution relating to

the final apportionment of the 1928 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 1928, 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 1928 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 30, 1927, amounting to \$1,124,944.58, together with the balance of \$10,528.12 of the 1927 State Market Road Appropriation unapportioned, making available for apportionment for 1928 a total of \$1,134,944.58 less deductions for administrative expenses of the State Highway Commission for Market Roads; and

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

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission does hereby apportion the 1928 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 1927 State Market Road Funds carried over, less expense of administration, and that each County that failed to provide a levy that would produce an amount equal to its proportionate share of the 1928 State Market Road Appropriation shall receive an amount equal to the amount produced by its 1928 County Market Road levy, with the exception of Multnomah County which shall receive such an amount as will equal said County's levy of 0.31 of a mill levied upon the taxable property of the County, provided that such County shall not receive in excess of 10 per cent of said State Market Road Fund raised in 1928 as provided by the terms of the State Market Road Act, all of which is shown in the following statement:

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NAME OF COUNTY	COUNTY FUNDS PRODUCED	FUNDS PRODUCED BY STATE 1 MILL MARKET ROAD TAX	MULTNOMAH COUNTY SURPLUS & BALANCE OF 1927 FUNDS APPORTIONED	1928 APPORTION- MENT
Baker	34,867.41	23,035.92	9,070.01	32,105.93
Benton	25,000.00	16,368.13	6,444.68	22,812.81
Clackamas	75,000.03	51,058.63	20,103.49	71,162.12
Clatsop	45,000.00	27,065.83	10,656.72	37,722.55
Columbia	25,359.41	19,195.31	7,164.10	25,359.41
Coos	40,000.00	27,060.21	10,654.51	37,714.72
Crook	10,000.00	5,597.35	2,203.86	7,801.21
Curry	6,600.00	4,240.17	1,669.50	5,909.67
Deschutes	18,000.00	12,610.33	4,965.11	17,575.44
Douglas	50,998.67	31,946.92	12,578.57	44,525.49
Gilliam	13,944.68	9,487.83	3,735.67	13,223.50
Grant	13,486.23	7,290.72	2,870.60	10,161.32
Harney	14,000.00	8,485.97	3,341.21	11,827.18
Hood River	16,020.76	10,099.51	3,976.51	14,076.02
Jackson	49,395.00	30,351.37	11,950.35	42,301.72
Jefferson	8,000.00	5,307.25	2,089.64	7,396.89
Josephine	13,500.00	7,955.25	3,132.25	11,087.50
Klamath	43,000.00	30,184.96	11,884.83	42,069.79
Lake	19,686.00	10,055.66	3,959.25	14,014.91
Lane	73,000.35	52,377.56	20,622.79	73,000.35
Lincoln	13,502.99	8,706.36	3,427.98	12,134.34
Linn	48,545.08	33,252.37	13,092.57	46,344.94
Malheur	17,700.00	12,499.01	4,921.28	17,420.29
Marion	99,278.69	49,506.93	19,492.53	68,999.46
Morrow	16,633.99	10,943.95	4,309.00	15,252.95
Multnomah	113,000.00	408,710.76		112,441.65
Polk	27,456.60	19,009.38	7,484.63	26,494.01
Sherman	25,771.00	9,879.12	3,889.74	13,768.86
Tillamook	35,000.00	22,235.33	8,754.79	30,990.12
Umatilla	66,000.00	46,744.24	18,404.77	65,149.01
Union	65,000.00	19,988.75	7,870.24	27,858.99
Wallowa	21,000.00	11,053.01	4,351.94	15,404.95
Wasco	30,000.00	19,097.09	7,519.16	26,616.25
Washington	55,673.30	35,821.66	14,104.18	49,925.84
Wheeler	9,966.10	4,546.02	1,789.92	6,335.94
Yamhill	33,013.36	23,647.60	9,310.85	32,958.45

\$1,239,386.29 \$1,124,416.46 \$281,797.23 \$1,109,944.58

Amount produced by one mill State Levy \$1,124,416.46

Balance of 1927 Unapportioned Market Road Funds Carried over 10,528.12

Total in 1928, State Market Road Appropriation \$1,134,944.58

Reserve for Administration and Advances to Counties

Reserve for Administration \$12,500.00

Reserve for Advances to Counties 12,500.00

(Surveys, plans, supplies, Equipment, etc.)

25,000.00

Total Funds to be apportioned in 1928 \$1,109,944.58

Total Funds Apportioned to Counties in 1928 1,109,944.58

Unapportioned State Market Road Funds

\$ - - - - -

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The motion was duly seconded and carried.

Commissioner Sawyer offered the following resolution relating to the payment of the first one-half of the 1928 State Market Road Funds, 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 20th day of April, 1928, apportion among the several counties of the State complying with the provisions and accepting the benefits of said Market Road Law, the 1928 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 first half 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 parts, or with machinery repairs, or with road building materials; and

WHEREAS, the State Highway Commission has charged the cost of any of the above mentioned supplies, services, parts, repairs, or materials furnished the several counties as advance payments to be deducted from the sums apportioned to the various 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 payment 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 1928 apportionment as apportioned by the State Highway Commission by resolution under Date of April 20, 1928, 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 March 31, 1928, 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:

	1928 APPORTIONMENT	FIRST HALF 1928 APPORTIONMENT	ADVANCES TO COUNTIES TO BE DEDUCTED	BALANCE PAYABLE TO COUNTY
Baker	\$ 32,105.93	\$ 16,052.97		\$ 16,052.97
Benton	22,812.81	11,406.41		11,406.41
Clackamas	71,162.12	35,581.06		35,581.06
Clatsop	37,722.55	18,861.28		18,861.28
Columbia	25,359.41	12,679.71		12,679.71
Coos	37,714.72	18,857.36		18,857.36
Crook	7,801.21	3,900.61	6.84	3,893.77
Curry	5,909.67	2,954.84		2,954.84
Deschutes	17,575.44	8,787.72	520.18	8,267.54
Douglas	44,525.49	22,262.75	1753.62	20,509.13
Gilliam	13,223.50	6,611.75		6,611.75
Grant	10,161.32	5,080.66		5,080.66
Harney	11,827.18	5,913.59	1442.41	4,471.18
Hood River	14,076.02	7,038.01		7,038.01
Jackson	42,301.72	21,150.86		21,150.86
Jefferson	7,396.89	3,698.45		3,698.45
Josephine	11,087.50	5,543.75		5,543.75
Klamath	42,069.79	21,034.90		21,034.90
Lake	14,014.91	7,007.46		7,007.46
Lane	73,000.35	36,500.18		36,500.18
Lincoln	12,134.34	6,067.17		6,067.17
Linn	46,344.94	23,172.47		23,172.47
Malheur	17,420.29	8,710.15		8,710.15
Marion	68,999.46	34,499.73		34,499.73
Morrow	15,252.95	7,626.48		7,626.48
Multnomah	112,441.65	56,220.83		56,220.83
Polk	26,494.01	13,247.01		13,247.01
Sherman	13,768.86	6,884.43		6,884.43
Tillamook	30,990.12	15,495.06		15,495.06
Umatilla	65,149.01	32,574.51		32,574.51
Union	27,858.99	13,929.50		13,929.50
Wallowa	15,404.95	7,702.48		7,702.48
Wasco	26,616.25	13,308.13		13,308.13
Washington	49,925.84	24,962.92	9.75	24,953.17
Wheeler	6,335.94	3,167.97	1212.43	1,955.54
Yamhill	32,958.45	16,479.23		16,479.23
	\$1,109,944.58	\$554,972.39	\$4945.23	\$550,027.16

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.

A request from C. H. Marsh of Pendleton to purchase a summer home site in the Blue Mountain timber reserve was declined.

The Commission adopted the survey made by W. C. Williams as the definite location of the John Day-South Forest Boundary Unit of the Pendleton-John Day Highway. This route diverges from the John Day Highway about $\frac{1}{4}$ mile west of John Day, crosses the John Day River, ascends the ridge in a northerly direction, descends into the Little Beech Creek drainage, and follows Little Beech Creek in a westerly direction to junction with Beech Creek, then up Beech Creek in a northerly direction to the Forest Boundary.

The Engineer reported that the new location of the Corvallis-Newport Highway from a point $\frac{1}{2}$ mile east of Wren to Gellatly Point, a total distance of $1\frac{1}{2}$ miles, involving the overhead railroad crossing near Wren, had been completed and open for traffic for about 9 months and recommended that the old road previously used be abandoned by the state and turned back to Benton County. This old road is described as leaving the new highway on the west slope of Keyes Hill, crossing the Southern Pacific railroad tracks at grade at Wren Station, crossing Marys River at Wren Bridge at the junction with the Kings Valley road, then connecting with the new highway at Gellatly Point. This road would be of service to the county in providing a connection with the Kings Valley Market Road and a road to the Wren railroad station. No further need existing for the old road, the Commission ordered that it be turned back to the County Court of Benton County.

The Engineer reported that the Eugene Water Board planned to cross the McKenzie Highway near Mile Post 23 with their new power canal. The bridge which they proposed to build required a much higher grade line than the present road and they were willing to place the waste material from their ditch in the highway embankment, thus effecting a saving over doing the work later. However, on account of revised alignment at this point it is necessary that new right of way be secured. The Engineer was instructed to make a formal request on the County Court of Lane County to secure the right of way required across the property of John and Martha Curry and W. H. and Annie Craft.

Commissioner Sawyer introduced the following motion which was duly seconded and adopted:

WHEREAS, by the terms and provisions of Chapter 423, General Laws of Oregon, 1917, and by the provisions of Chapter 327, General Laws of Oregon, 1917, the State Highway Commission was authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the State of Oregon, and

WHEREAS, in connection with the permanent improvement, construction and maintenance of said highways, and particularly that portion of the McKenzie Highway within Lane County, it has been found necessary and the state highway commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the land hereinafter described, which land is to be used for the purposes more specifically hereinafter set out, and

WHEREAS, in the judgment of the said highway commission it has been found and determined that a new bridge is to be constructed at a new and different site and in connection therewith that a portion of said highway between Eugene and Springfield should be relocated, thereby eliminating dangerous curves, imperfect alignment, and resulting in a material shortening of the distance between said towns, and

WHEREAS, in connection with said highway improvement and betterment it has been found necessary and needful and of advantage to the state that the following described parcel of land owned by O. C. Thurman and Mary E. Thurman, and in their possession, be acquired, to wit:

A parcel of land lying in the Town of Springfield, Lane County, Oregon, and being described as follows:

Beginning at a point on the south line of the O. C. Thurman and Mary E. Thurman property, which point is also on the northerly right-of-way line of the McKenzie Highway, as surveyed over and across the said property, 40 feet distant and measured at right angles to the center line of said survey at station 19+40; said point being approximately 70.0 feet north and N. 89°46' W. 204.5 feet from the N.E. corner of Lot 4, Block 20 of the Town of Springfield; thence parallel to said center line on a curve right, having a radius of 995.0 feet (and whose tangent at point of beginning bears N. 71°00' E.) a distance of 210.5 feet, more or less, to the east line of said property; thence south along the east line of said property a distance of 50.0 feet, more or less, to the southeast corner thereof; thence N. 89°46' W. along the south line of said property, a distance of 204.5 feet to the point of beginning; containing 0.13 acres, more or less,

and

WHEREAS, Lane County has failed and neglected to procure and make available to the state the above described parcel of land for the purposes herein stated, although requested so to do by the state highway commission, and therefore, by reason of the failure and neglect of said county to

procure and acquire the said land, it is necessary that the state of Oregon, through its state highway commission, procure and acquire the said land for the purposes herein stated, and

WHEREAS, the following named persons, towit: O. C. Thurman and Mary E. Thurman, claim to be the owners and entitled to the possession of the parcel of land herein described and of the larger tract of which the parcel herein described is a part, and the said above named persons are in possession of the said premises.

WHEREAS, in the judgment of the highway commission it is necessary and will be of advantage to the state, upon the grounds and for the reasons herein stated, that title to said parcel of land be procured for the purposes herein stated,

THEREFORE, BE IT RESOLVED, that the State Highway Commission and said highway commission does hereby declare that it is necessary and that it will be of advantage to the state for the state to acquire for right of way purposes for use in connection with the permanent improvement and maintenance of said highway the land herein described, and said highway commission does further hereby declare that the said land is needed and necessary for said purposes upon the grounds and for the reasons herein stated, and in order to properly maintain and improve the said highway.

BE IT FURTHER RESOLVED, that the boundaries of the above described parcel of land be and the same are hereby adopted, and said parcel of land is hereby declared to be and the same is a part of and included within the right of way of said state highway.

BE IT FURTHER RESOLVED, that an effort be made to agree with the owner of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that the attorney general of the state of Oregon and J. M. Devers, attorney for the state highway commission, be and they are hereby requested to commence and prosecute to a final determination such suit or action as will be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

Commissioner Sawyer introduced the following resolution and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, General Laws of Oregon, 1917, and by the provisions of Chapter 327, General Laws of Oregon, 1917, the State Highway Commission was authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the State of Oregon, and

WHEREAS, in connection with the permanent improvement, construction and maintenance of said highways, and particularly that portion

of the Pacific Highway within Clackamas County, it has been found necessary and the state highway commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the land hereinafter described, which land is to be used for the purposes more specifically hereinafter set out, and

WHEREAS, in the judgment of the said highway commission it has been found and determined that said Pacific Highway between Canemah and approximately one-half mile south of New Era should be widened and dangerous curves thereon eliminated by the re-alignment of said highway, and that said highway should be otherwise improved so as to afford better accommodations and a greater degree of safety for the traveling public, and

WHEREAS, in the judgment of the said highway commission it has been found and determined that it is necessary and needful and of advantage to the state in connection with said highway improvement and betterment that the following described parcel of land owned by Minnie Stevens and Samuel L. Stevens, wife and husband; Dora Winkle and P. J. Winkle, wife and husband; George Rakel and Stella B. Rakel, husband and wife; Will A. Rakel and Anna E. Rakel, husband and wife; August H. Rakel and Mae C. Rakel, husband and wife; and Herman Winkle, an unmarried man; and in their possession, or the possession of some of them, be acquired, towit:

All that portion of the property of the Rakel Estate included in a strip of land of varying width on the easterly side of the center line of the Pacific Highway as relocated over and across or adjacent to the said property. The said Rakel Estate property being that property described on Page 72 of Book Z and Page 25 of Book 112, Clackamas County Deeds; the portion of said property referred to being more particularly described as follows:

Beginning at the intersection of the southerly line of the said property and the easterly line of an 80 foot strip of land heretofore acquired by resolution, which point is approximately 401.0 feet north and 105.0 feet east of an 18 inch yew tree which marks the most southerly corner of the Crown Willamette Paper Company's tract as described on Page 368 of Book 95, Clackamas County Deeds; thence following the easterly line of the said 80 foot strip of land to the northeasterly line of said property as follows: N. 55°08'30" E. a distance of 199.7 feet to a point of tangency to a 369.3 foot radius curve right; thence on said curve a distance of 129.43 feet; thence N. 75°13'30" E. a distance of 0.07 feet to a point of tangency to a 398.1 foot radius curve left; thence on said curve a distance of 140.11 feet; thence N. 55°03'30" E. a distance of 267.49 feet to a point of tangency to a 613.0 foot radius curve left; thence on said curve a distance of 165.48 feet; thence N. 39°35'30" E. a distance of 4.62 feet to a point of tangency to a 676.3 foot radius curve right; thence on

said curve a distance of 203.0 feet, more or less, to the north-easterly line of said property; thence S. 17°03'30" E. along the northeasterly line of said property a distance of 13.0 feet, more or less, to a point which is 40 feet distant southeasterly from (and measured at right angles to) the said relocated center line of the Pacific Highway; thence parallel to and 40 feet distant from the said relocated center line to the southerly line of said property as follows on a 676.3 foot radius curve left (the long chord of which bears S. 49°26'30" W.) a distance of 106.0 feet; thence S. 44°57' W. a distance of 87.0 feet to a point of tangency to a 1677.1 foot radius curve right; thence on said curve a distance of 44.36 feet; thence S. 43°32' E. a distance of 30.0 feet to a point which is 70 feet distant easterly from (and measured at right angles to) the said relocated center line; thence parallel to and 70 feet distant from said center line on a 1707.1 foot radius curve right (the long chord of which bears S. 54°49' W.) a distance of 497.08 feet; thence S. 65°09' W. a distance of 23.3 feet; thence N. 26°51' W. a distance of 20.0 feet to a point which is 50 feet distant easterly from (and measured at right angles to) the said center line; thence S. 65°09' W. parallel to the said center line a distance of 172.3 feet to a point of tangency to a 1382.5 foot radius curve left; thence on said curve a distance of 176.0 feet, more or less, to the southerly line of said property; thence N. 67°50' W. along the southerly line of said property a distance of 16.0 feet to the point of beginning, containing 0.83 acres, more or less, in Clackamas County, State of Oregon.

and

WHEREAS, Clackamas County has failed and neglected to procure and make available to the state the above described parcel of land for the purposes herein stated, although requested so to do by the state highway commission, and therefore, by reason of the failure and neglect of said county to procure and acquire the said land, it is necessary that the state of Oregon, through its state highway commission, procure and acquire the said land for the purposes herein stated, and

WHEREAS, the above named persons claim to be the owners and entitled to the possession of the parcel of land herein described, and of the larger tract of which the parcel herein described is a part, and the said above named persons are in possession of the said premises, and

WHEREAS, in the judgment of the highway commission it is necessary and will be of advantage to the state, upon the grounds and for the reasons herein stated, that title to said parcel of land be procured for the purposes herein stated,

THEREFORE, BE IT RESOLVED, that the State Highway Commission and said highway commission does hereby declare that it is necessary and that it will be of advantage to the state for the state to acquire for right of way purposes for use in connection with the permanent improvement and maintenance of said highway the land herein described, and said highway

commission does further hereby declare that the said land is needed and necessary for said purposes upon the grounds and for the reasons herein stated, and in order to properly maintain and improve the said highway.

BE IT FURTHER RESOLVED, that the boundaries of the above described parcel of land be and the same are hereby adopted, and said parcel of land is hereby declared to be and the same is a part of and included within the right of way of said state highway.

BE IT FURTHER RESOLVED, that an effort be made to agree with the owners of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that the attorney general of the state of Oregon and J. M. Devers, attorney for the state highway commission, be and they are hereby requested to commence and prosecute to a final determination such suit or action as will 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 carried.

C. J. Montag, contract No. 983, bridge at Hunters Creek, Roosevelt Coast Highway, Curry County, requested an extension of time to April 30, 1928. The Engineer recommended that the extension requested be granted without penalty.

Pursuant to previous instructions the Engineer reported that an examination of the timber structure over the Southern Pacific tracks at North Bend had been made and the structure found in bad condition, which had been reported immediately to the County Court of Coos County. The Engineer was instructed to repair or replace the structure at once if the county did not take action, and charge the same to the county.

The date for the next meeting was set for May 29, 1928.

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

Grading approaches to Yamhill River Bridge;
Grading Summer Lake Section of Fremont Highway in Lake County;
Bridge across Umpqua River at Scottsburg.

The Commission adjourned to meet the next day.

Portland Oregon, April 21, 1928.

The Commission met in the Imperial Hotel at 11 A. M. with all members present and participating.

The Commission had before it various letters, resolutions and communications relative to the employment of Jas. G. Bromley as resident engineer at Grants Pass. The Commission requested that the Engineer submit to it a statement of facts relating to the case.

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

Roy A. Klein
State Highway Engineer
and Secretary

H. B. Van Duzer
Chairman
C. E. Gates
Commissioner
Robert W. Sawyer
Commissioner

Portland, Oregon, May 28, 1928.

The Commission met in Room 209, Imperial Hotel, at 2:15 P. M.
Present were:

H. B. Van Duzer, Chairman
C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

The Commission approved the minutes of the meeting held on April 20, 1928.

The Commission confirmed the emergency order made by telephone May 24, 1928 at the request of Commissioner Sawyer, closing the oiled sections of certain highways in Central Oregon to horses wearing caulked shoes, steel tired vehicles and cleated tractors. The order reads as follows:

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:

The Dalles-California Highway
McKenzie Highway
McKenzie-Bend Highway
Ochoco Highway

AND WHEREAS, the above named highways, in whole or in part, have been oiled or treated with a tar mixture to consolidate the wearing surface and prevent dust;

AND WHEREAS, these above named highways so treated are being cut up and broken by the use of steel tired vehicles, tractors with cleats, and horses wearing metal shoes with caulks, which is damaging and injuring 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 that it will be for the best interests of the state that such roads be closed to this kind of traffic.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that such portions of the roads above mentioned and hereinafter designated which have been oil or tar surface treated are being damaged and injured on account of the kind of traffic now using said roads, and the Commission having found upon due investigation that it will be for the best interest of the state that such portions of said highways be closed to certain kinds of traffic;

IT IS HEREBY ORDERED that such parts of the following named highways as have been surface treated with oil or tar be closed to steel tired vehicles of all kinds, including tractors and horses wearing metal shoes with caulks:

The Dalles-California Highway between the junction with the Columbia River Highway and Klamath Falls.

The McKenzie Highway between a point six miles west of Sisters and Redmond.

The McKenzie-Bend Highway between Sisters and a junction with The Dalles-California Highway.

The Ochoco Highway between Redmond and Prineville.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place on each of the above 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 IT IS FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county in which 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 Commission confirmed the arrangement made since the previous meeting whereby \$5,000 of state funds were appropriated for the continuation of the widening on the Caves Road Forest Project provided an equal amount was appropriated by Josephine County. The Secretary reported that the County Court had signed the forest project agreement to provide \$5,000, therefore call would be made on the State for an equal sum.

The Commission confirmed the award of the contract made by the Engineer to E. L. Gates, the low bidder, for the grading of the Gardiner Summit Section of the Roosevelt Highway in Douglas County 1.85 miles in length. The bid was previously held pending receipt of a cooperative agreement with Douglas County which the Engineer reported was received later.

A report of the Advisory State Parks and Recreation Committee, covering their inspection trip through Columbia, Clatsop, Tillamook and Lincoln Counties on May 11 and 12 was received. On motion which was carried, the report was adopted.

The Secretary reported that an offer had been received from Rudolf Leutwyler to sell Subdivision 1 and the west 30 feet of Subdivision 2, Block 29, original townsite of Port Orford, for \$3000. This lot is a part of the property desired for park purposes between the Roosevelt Highway and Battle Rock. Inasmuch as the balance of the owners had offered to sell their holdings for a nominal price, the Commission authorized the Attorney to institute condemnation proceedings to acquire the Leutwyler tract.

An invitation was received from the President of the Kiwanis Club of Reedsport to attend the "Golden Link Celebration" at Winchester Bay on July 4th to celebrate the opening of the Reedsport-Lakeside Section of the Roosevelt Highway. On account of other plans on the date selected, the Commission declined the invitation and instructed the Secretary to so advise the Committee.

The Commission authorized the preparation of plans and specifications for the construction of an embankment and tide gates at Haynes Slough on the Roosevelt Highway replacing the present bridge structure. The Engineer was authorized to make application in behalf of the Commission to the War Department for a permit for this construction.

Commissioner Sawyer reported that he had attended a meeting of the Yellowstone Cutoff Association at Lakeview on May 16 and had given them the figures on work accomplished and contemplated by the Commission on the Oregon section of the route which they were advocating.

Relative to the matter of the indebtedness of Wallowa County on which a conference had been arranged at this meeting, a telegram was received from the Wallowa County Court stating that they were unable to attend on account of business at home. The Secretary was instructed to ask them to be present at the next meeting.

A resolution adopted by the Gold Beach Exchange Club proposing a temporary wooden bridge across Rogue River at the Bagnell ferry site was received. The Engineer was instructed to prepare an estimate of cost and submit same to the Commission. In response to previous requests for all-night ferry service across Rogue River, the engineer reported that arrangements could be made if desired with the former operator of the Bagnell ferry to operate that ferry during the night hours, 10 P. M. to 6 A. M., on a toll basis, the charge for each vehicle to be a maximum of one dollar and the operator to keep the entire receipts. In addition the ferry would be available at all times as standby equipment in the event of trouble on the state ferry "Rogue," and would also be available to carry part of peak load traffic if necessary. Under these latter conditions the ferry would be operated as a free ferry, the operator to be paid wages by the state. This arrangement was satisfactory to the Commission and the Attorney was authorized to draw up an agreement covering the operation of the Bagnell ferry.

In order to have further data on which to estimate traffic on the Roosevelt Highway crossing the Rogue River, the Commission instructed the Engineer to secure from the California Highway Commission a statement of their present improvement program and future schedule of improvements on the Redwood Highway from Eureka north to the state line and from Crescent City north to the Oregon state line along the Coast. The Commission desired also to secure copies of their traffic counts taken at the state line on both the Redwood and Roosevelt Highways.

A request was received from the County Court of Yamhill County that the Market Road system of Yamhill County be amended to extend Market Road No. 14, known as the Yamhill-Trullinger Mill Market Road westerly to a crossing of Haskins Creek, a distance of 5.5 miles. The Market Road Engineer recommended that the request be granted. Recommendation approved by the Commission.

The Engineer was instructed to arrange for electric lights on the Tualatin River Bridge on the West Side Pacific Highway in Washington County as a safety measure.

The Engineer reported that Baker & Scharschmidt had abandoned their contract for grading 4 miles of the Willamette Highway east of Lowell in Lane County and turned the work over to the surety.

The Engineer presented a report on the Dallas-Orr's Corner project proposed by the Polk County Court. A copy of this report was ordered sent to Governor Patterson.

The Commission approved the tentative arrangement to meet the Washington Highway Committee in conference at 2 o'clock P. M. on June 12 at Olympia for the purpose of discussing matters pertaining to the taking over of the Interstate Columbia River Bridge at Vancouver.

Commissioner Sawyer reported that subsequent to the last meeting the Lake County Court had advised that they would be unable to secure the

right of way on the Summer Lake Section of the Fremont Highway and had asked that the same amount of money be used in extending the Fremont forest project into Lake County. As a later development, however, they had decided to condemn the right of way across certain property which they had been unable to acquire by negotiation. In view of this, Commissioner Sawyer recommended that the Summer Lake project; i. e., from Hunter Hill to the foot of the hill approaching Picture Rock Pass from the south, 13.5 miles in length, be advertised for grading at the next meeting. Ordered by the Commission.

The following requests were received for extensions of time and the following action was taken:

Motor Investment Co., contract No. 958, Grande Ronde-Sheridan Section of the McMinnville-Tillamook Highway in Polk and Yamhill Counties, furnishing maintenance materials, requested an extension of time to June 1, 1928. The engineer reported that the contractor had previously completed his contract quantities and was now working on extra materials, therefore, he recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

H. E. Schmeer, contract No. 994, Pilot Rock-Freewater Sections of the Oregon-Washington Highway in Umatilla County, furnishing maintenance materials, requested an extension of time to August 1, 1928. The Engineer reported that there were no objections to this extension and recommended that it be granted without penalty. Recommendation approved by the Commission.

Rigdon Brothers, contract No. 1010, Pacific Highway, bridge over Parrott Creek at New Era in Clackamas County, requested an extension of time to July 31, 1928. The Engineer reported that fair progress had been made on the structure and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

The meeting was adjourned to meet the next day.

Portland, Oregon, May 29, 1928.

The Commission met in Room 404 Multnomah County Court House at 10 o'clock A. M. All Commissioners present and participating.

Bids were opened on the following projects:

McMINNVILLE-TILLAMOOK HIGHWAY
VALLEY JUNCTION REVISION SECTION - GRADING

Frank M. Bullis	\$6,454.25
S. Simonsen	6,675.00
Earl L. McNutt	7,735.00
Chas. F. A. Lair & Co.	8,711.50
G. K. Howitt	9,632.50
Peterson & Scott	9,650.50
O. K. Tittle	11,157.50

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UMPQUA HIGHWAY
BRIDGE OVER UMPQUA RIVER AT SCOTTSBURG

Clackamas Construction Co.	\$97,120.00
Portland Bridge Co.	102,465.00
H and B Construction Co.	102,843.75
The Gilpin Construction Co.	108,292.50
Union Bridge Co.	109,972.50
Johnson-Gardner Co.	115,338.00
J. J. Badraun	115,495.00

Judge Beltz of Tillamook County appeared in behalf of the construction of a new bridge across the Trask River south of Tillamook. He stated that in the recent high water, part of the falsework under the present bridge was taken out and the old bridge two miles to the east was completely destroyed. This has left Tillamook in a very uncertain condition, as the loss of the Trask River bridge in the high water period would completely cut off travel from the south. Judge Beltz stated that the people of Tillamook were now united on the plan of crossing the Trask River south of the city and constructing a new highway on the south side on the alignment recommended in the Engineer's report. Judge Beltz stated that he believed that the Trask River bridge was of urgent necessity and asked for an early decision. It was pointed out that this project involved not only the bridge but expensive right of way together with grading and paving. Matter taken under advisement.

Mr. George Edward Frost, representing the owners of the townsite at Yachats, stated that the price of the lots on the north side desired for a park site was \$218 per lot. The matter of reduction in price was discussed further, but Mr. Frost stated he was without authority to change the price. The Commission considered further the report of the Advisory Committee which recommended an area on the south side of the river in preference to the north side. Therefore, it was decided to abandon further negotiations for the lots on the north side. Mr. Frost was asked as to a price for the south side tract between the highway and the ocean. He stated that the owners did not wish to sell this area. The Attorney was instructed to negotiate further, but in the event that a satisfactory price was not secured, was authorized to institute condemnation proceedings in behalf of the Commission.

Judge Quine and Commissioner Clough of the Douglas County Court and W. A. Lovelace, President of the Board of Trustees of the Umpqua Highway Improvement District and Spencer Hinsdale of Reedsport appeared in the matter of the bridge over the Umpqua River at Scottsburg. Judge Quine asked that this bridge be named in honor of Joseph Lyons, now deceased, former county judge and respected citizen of Reedsport, who was a leader in road improvement matters in that part of the county. Taken under advisement by the Commission. The delegation stated that they were well pleased with the bids received and recommended that the contract be awarded to the low bidder. The financing of the structure was then discussed. Using a total figure of \$125,000 for bridge and approaches, including engineering, the county and district share on the agreed basis; i. e., 20%

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district and 20% county, would be \$25,000 each. The representatives of the County Court and the Improvement District stated that they would deposit with the Commission \$45,000 by the middle of June and \$5,000 by the middle of November. This arrangement was satisfactory and approved by the Commission.

The members of the Douglas County Court and Chairman Lovelace of the Umpqua Highway Improvement District, with Spencer Hinsdale, referred to the construction of the tunnel unit of the Umpqua Highway east of Elkton. The County Court and the District each offered to put up 20% of the cost by the end of 1929 provided Federal Aid to the extent of 60% could be secured. It was pointed out that the present law limited Federal cooperation to \$18,500 per mile in this state, therefore, the Federal funds which could be secured on the tunnel section would be but a small portion of the total cost. However, there are some amendments to the Federal Aid Act by the present Congress which may alter this feature. In response to the request of the delegation for the application of Federal Aid funds to the Tunnel Section of the Umpqua Highway, the Commission replied that the matter would be held for further consideration in order to determine the effect of amendments to the Federal Aid law.

Judge Barnard of Lane County, and A. A. Morrison, representing the city of Springfield, requested that conduits, wiring and fixtures for lights be installed on the Willamette River bridge at Springfield as a part of the bridge structure. Mr. Morrison stated that the city of Springfield on its part would agree to furnish the current for the lights. The Commission discussed the matter and agreed to put in the conduits as a part of the structure, but would leave the wiring, fixtures and lights to the city.

Judge Barnard asked for the construction of a mile of the Roosevelt Highway south of Glenada on the south bank of the Siuslaw River. No action taken.

R. B. Gould, County Engineer, representing the Deschutes County Court, asked that the state take over as a part of the state highway system the Metolius River Market Road which had been graded with county funds. This project begins at Sisters and extends in a northwesterly direction 9.5 miles to the Jefferson County line. Its location had been approved by the State Highway Engineer as a unit of the Santiam Highway. The matter was referred to the Engineer for a report at the next meeting.

At 12 o'clock, announcement of the awards of contracts was made by the Chairman.

McMinnville-Tillamook Highway, Valley Junction Revision Section, grading. On motion which was carried, the contract was awarded to Frank M. Bullis, the low bidder, at \$6,454.25.

Bridge over the Umpqua River at Scottsburg. On motion which was carried, the contract was awarded to the Clackamas Construction Company, the low bidder, at \$97,120.00.

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J. W. Sweeney who had the contract for the grading of Unit No. 3, Burnt Hill-Chetco River Section of the Roosevelt Highway in Curry County, submitted a letter from G. B. Herington, Secretary of the Associated General Contractors, commenting on the Engineer's report on the claims submitted. The Chairman asked Mr. Sweeney if he desired more time to study over the report and suggested that the matter go over to the next meeting and at that time have Mr. Herington present also. This was agreeable to Mr. Sweeney.

A telegram was received from the La Grande Chamber of Commerce urging the use of La Grande brick in the office and shop buildings. The Engineer reported that two different sets of samples of La Grande brick had been tested and that they did not come up to specifications. The Engineer was instructed to advise them why the brick were rejected.

An agreement was submitted by the Southern Pacific Company covering the construction of an undercrossing of the Southern Pacific tracks by the Roosevelt Highway near Lakeside. The Attorney objected to certain clauses obligating the state and recommended against executing the agreement. The agreement therefore was not signed and the attorney was instructed to take the matter into court if necessary to secure the elimination of the objectionable features.

A letter was received from the Lane County Court declining to secure the right of way for the McKenzie Highway at the Municipal Power Canal crossing at this time. Matter deferred for further consideration.

The Engineer reported that it was necessary to secure additional right of way at Valley Junction for grading the approaches to the new bridge at that point across the Yamhill River and making the connections for the McMinnville-Tillamook Highway and the New Grande Ronde Road. Commissioner Sawyer offered the following resolution and moved its adoption:

WHEREAS, in the judgment of the Highway Commission, it is necessary that a portion of the alignment of the McMinnville-Tillamook Highway in the vicinity of Valley Junction in Polk County be revised and new and additional right of way secured, to make the road safe for increased traffic, and

WHEREAS, it is likewise necessary to secure additional right of way for straightening and widening the connecting road to New Grande Ronde, and

WHEREAS, Polk County has previously procured the right of way for the McMinnville-Tillamook Highway and thereby fulfilled its obligation, and

WHEREAS, the County Court of Polk County acting for said County can more expeditiously secure the right of way required for the above mentioned improvements than can the State Highway Commission, and

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WHEREAS, the said County Court of Polk County has offered to cooperate with and aid the Highway Commission in securing this right of way upon condition that said county be reimbursed for such sums of money as it may disburse in the purchase of said right of way,

NOW, THEREFORE, BE IT RESOLVED, by the Highway Commission that the offer of said County Court of Polk County to aid the Highway Commission in securing additional right of way for the widening and straightening the McMinnville-Tillamook Highway and connecting roads at Valley Junction be accepted, and

BE IT FURTHER RESOLVED, that the County Court of Polk County is hereby authorized to secure such additional lands as in the judgment of the engineer are necessary, and

BE IT FURTHER RESOLVED, that the Highway Commission approve for payment all claims due said county for securing said additional right of way when duly certified by the Engineer.

The motion was duly seconded and carried.

Commissioner Sawyer presented the following resolution and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, General Laws of Oregon, 1917, and by the provisions of Chapter 237, General Laws of Oregon, 1917, the State Highway Commission was authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the state of Oregon; and

WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly that portion of the Tualatin Valley Highway within Washington County, it has been found necessary, and the said State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the land hereinafter described, which land is to be used for the purposes more specifically hereinafter set out, and

WHEREAS, the State Highway Commission has found it necessary in the improvement and maintenance of said highway to straighten the alignment, eliminate existing curves, widen the roadbed, and otherwise improve said highway, and to that end and for that purpose it has been found necessary to acquire additional land, and

WHEREAS, in connection with the improvement and maintenance of said highway, and to make possible the elimination of

said existing curves and the widening of the present roadbed and otherwise improving said highway, it has been found necessary, needful and of advantage to the state that the following described parcels of land be acquired, to-wit:

All that portion of Lot 53, Steel's Addition to the town of Beaverton, Washington County, Oregon, (being the property of Hattie Rossi) included in a strip of land 80 feet in width, 40 feet on each side of the center line of the Tualatin Valley Highway as relocated over and across or adjacent to said property, the portion of said property referred to being a strip of varying width across the southerly side thereof and being more particularly described as follows:

Beginning at the southeast corner of said property, which point is on the present northerly right of way line of the Tualatin Valley Highway, 26 feet distant northerly from (and measured at right angles to) the relocated center line of said highway at engineers station 159+45; thence along the southerly line of said property on a 2895.0 foot radius curve left (the long chord of which bears S. 64°50½' W.) a distance of 114.5 feet; thence S. 63°42' W. a distance of 226.0 feet to the southwest corner of said property, thence north along the west line of said property a distance of 73.5 feet to a point which is 40 feet distant northerly from (and measured at right angles to) the said center line; thence parallel to the said center line N. 75°19' E. a distance of 73.5 feet to a point of tangency to a 2825.0 foot radius curve left; thence along said curve a distance of 247.7 feet to the east line of said property; thence south along the east line of said property a distance of 15.0 feet to the point of beginning, containing 0.287 acres, more or less.

ALSO: All that portion of the property of Hattie Rossi, in the town of Beaverton, Washington County, Oregon, included in a strip of land 80 feet in width, being 40 feet on each side of the center line of the Tualatin Valley Highway as relocated over and across or adjacent to said property. The portion of said property referred to being an 80 foot strip of land across same in an easterly and westerly direction and being more particularly described as follows:

Beginning at a point on the easterly line of said property, approximately 242.0 feet northerly from the southeast corner thereof; said point being 40 feet distant, measured along said property line, from engineer's center line station 171+97, said point also being 1810.0 feet south and 123.0 feet west of the NW corner of the Wm. Lackerman D. L. C., thence S. 75°19' W. parallel to said center line a distance of 394.8 feet to a point on the westerly line of said property, which line is also the easterly line of Block D of Steel's Addition to the town of Beaverton, thence N. 16°38' W. along the westerly line of said

property a distance of 80 feet to a point which is 40 feet distant northerly, measured along said property line, from engineers center line station 175+92; thence N. 75°19' E. parallel to said center line a distance of 395.3 feet to the easterly line of said property; thence S. 16°15' E. along the easterly line of said property a distance of 80 feet to the point of beginning, containing 0.725 acres, more or less.

The total area required from Hattie Rossi being approximately 1.012 acres,

and

WHEREAS, it appears that said parcels of land are owned by and in the possession of Hattie Rossi, and

WHEREAS, in the judgment of the highway commission it is necessary and will be of advantage to the state, upon the grounds and for the reasons herein stated, that title to said parcels of land be procured for the purposes herein stated,

THEREFORE, BE IT RESOLVED, that the State Highway Commission and said highway commission does hereby declare that it is necessary and that it will be of advantage to the state for the state to acquire for right of way purposes for use in connection with the permanent improvement and maintenance of said highway the lands above described, and said highway commission does further hereby declare that the said parcels of land are needed and are necessary for said purposes upon the grounds and for the reasons herein stated, and in order to properly maintain and improve the said highway.

BE IT FURTHER RESOLVED, that the boundaries of the above described parcels of land be and the same are hereby adopted, and said parcels of land are hereby declared to be and the same are parts of and are included within the right of way of said state highway.

BE IT FURTHER RESOLVED, that an effort be made to agree with the owner and with the tenants, if there be any, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, 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, attorney for the State Highway Commission, be and they are hereby requested to commence and prosecute to a final determination such suit or action as will 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 carried.

The application before the U. S. District Engineer for permission to construct an approach embankment and ferry slip on the south side of Yaquina Bay was discussed. The Engineer stated that the sketch accompanying the application showed the embankment approach on the same tangent as a future bridge intersecting the north shore of the Bay at McLeans Point. The Chairman objected to considering the bridge site at the present time, so it was agreed that the application should be limited to the ferry approach embankment and slips only.

The date for the next meeting was set for June 26.

The grading of the Reedsport Section of the Roosevelt Highway approximately one mile in length was ordered advertised at the next meeting. It was decided that no other projects would be considered at this time but that a further meeting would be held about July 6th following the expiration of the time limit for filing initiative petitions. At that meeting definite plans would be formulated for the disposition of several projects which are now pending.

Commissioner R. E. Wright stated that the Wheeler County Court, because of lack of finances, were unable to cooperate with the Government this year on the surfacing of the Haystack Creek Section of the Heppner-Spray Forest Highway and wished to withdraw before advertising was begun. This project having been arranged on a fifty-fifty basis between the Government and Wheeler County, contemplating a total cost of \$40,000 left the sum of \$20,000 of Government funds which would be available for the 1928 forest road program. After consideration the Commission agreed to recommend to the Bureau of Public Roads and the Forest Service that this sum be applied to surfacing the four mile connection between The Dalles-California Highway and the east entrance to Crater Lake Park.

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

Ray A. Klein
State Highway Engineer
and Secretary

H. B. Baudry
Chairman
E. Gates
Commissioner
Robert W. Sawyer
Commissioner

MINUTES OF THE JOINT MEETING OF THE STATE HIGHWAY COMMISSIONS
OF OREGON AND WASHINGTON

COLUMBIA RIVER INTERSTATE BRIDGE AT VANCOUVER

A joint meeting between the State Highway Commission of the State of Oregon; the Multnomah County Interstate Bridge Commission of Multnomah County, Oregon; the State Highway Committee of the State of Washington; and the Clark County Interstate Bridge Commission of Clark County, Washington, was held in the office of the State Highway Committee of Washington, at Olympia, Washington, at 2:00 P. M. June 12th, 1928.

Those present were: STATE HIGHWAY COMMISSION OF OREGON - Mr. H. B. Van Duzer, Chairman; Mr. C. E. Gates and Judge Robert W. Sawyer.

THE MULTNOMAH COUNTY INTERSTATE BRIDGE COMMISSION - Messrs. Amedee M. Smith, Clay S. Morse, Grant Phegley, Stanley S. Myers, Attorney.

THE STATE HIGHWAY COMMITTEE OF WASHINGTON - Mr. W. G. Potts, Governor Roland H. Hartley.

THE CLARK COUNTY INTERSTATE BRIDGE COMMISSION - Messrs. George J. Ungemach, T. L. Henricksen, Walter Marchbank, and Dale McMullen, Attorney.

Others present were: Mr. Roy A. Klein, State Highway Engineer, Oregon; Mr. Samuel J. Humes, State Highway Engineer, Washington; Mr. J. M. Devers, Attorney for Highway Commission, Oregon; Honorable John H. Dunbar, Attorney General, Washington; Mr. E. P. Donnelly, Assistant Attorney General, Washington; Messrs. O. A. Piper, W. A. Schwarz and H. G. Porak, of the Washington State Highway Department.

Mr. H. B. Van Duzer as Chairman opened the meeting with the following statement:

Mr. Van Duzer: At the last meeting we had in Vancouver some time ago, the State of Washington had indicated an agreement with Clark County toward the taking over and making a free bridge of the Vancouver bridge on the part of the State. The State of Oregon had not at that time reached any conclusion with Multnomah County. The meeting was adjourned after discussing several features of taking over the bridge, to be called again prior to July 1st, at which time it was thought that Multnomah County and Oregon would reach an agreement. The agreement has been reached and the Oregon State Highway Commission is here, accompanied by the Board of County Commissioners and the District Attorney and County Attorney of Multnomah County. We are prepared to enter into whatever negotiations are necessary to carry out the intent of making the bridge free in accordance with your law and our law. I take it that is the status of the matter at the present moment. We take it that Clark County and Washington are still in the position they were?

Mr. Potts: That is correct, I think. There has been nothing done in connection with getting title, looking up abstracts, etc.

Mr. Van Duzer: Mr. Smith called my attention that the date was changed to December 31, 1928.

Mr. Potts: "I took the liberty of getting an agreement drawn up by the Attorney General of our State. There has to be considerable work done before the taking over of the bridge."

Mr. Potts then presented the tentative agreement between the two Commissions which was read and discussed. After some discussion of the provisions of the agreement Governor Hartley stated as follows:

Governor Hartley: Mr. Chairman - it seems to me that we are laboring somewhat in the dark. I believe the first important matter is for the attorneys representing both states and the counties to get together and agree upon a proper document to put this matter in shape for us to vote upon and carry. I am free to confess that you might talk here all afternoon and I would know but little of what you try to cover. It seems to be a legal affair. I think the attorneys representing both sides should get together and draft some agreement that would cover the situation.

Mr. Van Duzer: With a motion, I would follow out the suggestion and ask Mr. Devers, and Mr. Dunbar and the attorneys to prepare such an agreement.

It was moved by Mr. Potts, seconded by Governor Hartley and unanimously carried that the attorneys for the two states and the two counties prepare an agreement to be presented to the joint Commissions for consideration. The Attorneys retired to the Temple of Justice to re-draft the proposed agreement. The following statement was then made by the Chairman:

Mr. Van Duzer: This is the first bridge that the two States have had to operate jointly. A bridge owned by both States. There are certain things that we have got to take care of - maintenance, operation, reconstruction, repairs, rates of toll for common carriers, for franchises, street cars and public utilities of all character, and we wondered if you had any suggestions to make as to the way to do that. Has your Commission any suggestions to make at this time?

Various phases of the division of revenue and of the cost of operation and maintenance between the two States were discussed at some length but no conclusions were arrived at. Mr. Devers then presented the re-drafted agreement and after a few explanatory remarks stated as follows:

Mr. Devers: Some instrument must be signed before the Washington people can negotiate with Clark County. This agreement has been drawn to remove any doubt as to charging tolls for vehicles and further provides that if the bridge is acquired by the two States that such

subsequent agreement to take care of the operation details will be worked out and signed by the two States.

The following agreement was then read, approved by the two Commissions and signed:

-: A G R E E M E N T :-

THIS AGREEMENT entered into this 12th day of June, 1928, by and between the STATE HIGHWAY COMMITTEE OF THE STATE OF WASHINGTON and the STATE HIGHWAY COMMISSION OF THE STATE OF OREGON,

WHEREAS, whenever it shall appear to the satisfaction of the State Highway Committee of the State of Washington that the State Highway Commission of the State of Oregon has purchased or otherwise acquired from Multnomah County, Oregon, its share and interest in the main structure of the interstate bridge over the Columbia river between Portland, Oregon, and Vancouver, Washington, in conformity with the provisions of chapter 301, Laws of Oregon, 1927, and when it shall appear to the satisfaction of the State Highway Commission of the State of Oregon that the State Highway Committee of the State of Washington has purchased from Clark county, Washington, that portion of the existing bridge on the Pacific Highway across the Columbia river between Vancouver, Washington, and Portland, Oregon, which is now owned by the said Clark county, in conformity with the provision of chapter 252, Laws of Washington, 1927, the said Highway Committee of the State of Washington, and the Highway Commission of the State of Oregon mutually agree that from the date of the purchases above referred to the said bridge shall be operated without the imposition and collection of tolls from pedestrians, horsedrawn vehicles or privately owned motor vehicles, but the State Highway Committee of the State of Washington, and the State Highway Commission of the State of Oregon may, by agreement, levy tolls upon street and interurban railways, auto transportation companies and auto motor vehicles operated for hire, and power, light, telephone and telegraph wires in accordance with the authority granted by them by chapter 301, Laws of Oregon, 1927, and chapter 252, Laws of Washington, 1927. In case the bridge is purchased by the State Highway Committee of the State of Washington and the State Highway Commission of the State of Oregon, the expense of maintenance and operation of said bridge shall be carried out in conformity with an agreement, the terms of which are satisfactory to the above named Highway Committee and Highway Commission.

HIGHWAY COMMISSION OF THE STATE OF OREGON

By "H. B. VAN DUZER"
Chairman.

"C. E. GATES"
Member

"ROBERT W. SAWYER"
Member

HIGHWAY COMMITTEE OF THE STATE OF WASHINGTON

By
Chairman

"W. G. POTTS"
Member

"R. H. HARTLEY"
Member

State of Washington)
County of Thurston.) ss.

THIS IS TO CERTIFY that on this 12th day of June, 1928, before me J. W. GLENK, a notary public in and for the state of Washington, duly commissioned and sworn, personally came H. B. Van Duzer, C. E. Gates, Robert W. Sawyer, W. G. Potts, R. H. Hartley, to me known to be the individuals described in and who executed the within instrument and acknowledged to me that they signed and sealed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

WITNESS my hand and official seal the day and year in this certificate first above written.

"J. W. GLENK"
Notary Public in and for the State
of Washington, residing at Olympia.

In order that the two Highway Commissions of the States of Oregon and Washington may have some definite provisions regarding the operation and maintenance of the bridge before them for consideration it was moved by Mr. Potts, seconded by Mr. Gates and unanimously carried that the Attorney General of the State of Washington, the Attorney for the State Highway Commission of Oregon and the State Highway Engineers of the States of Washington and Oregon get together and work out the tentative provisions for the maintenance and operation of the bridge as a free bridge, and submit the tentative agreement to the Commissions of Oregon and Washington at the next meeting.

ADJOURNMENT: There being no further business to come before the Committee, the meeting was adjourned.

H. B. Van Duzer
Chairman
C. E. Gates
Commissioner
Robert W. Sawyer
Commissioner
W. G. Potts
State Highway Engineer
and Secretary

Portland, Oregon, July 10, 1928.

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

H. B. Van Duzer, Chairman
C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids were received as follows:

ROOSEVELT COAST HIGHWAY
REEDSPORT SECTION - GRADING

Frank M. Bullis	\$ 9,538.00
Pacific Livery & Transfer Co.	10,253.50
Earl L. McNutt	10,496.50
J. W. & J. R. Hillstrom	11,107.50
F. J. Kernan	17,657.50

FREMONT HIGHWAY
ANA SPRING-HUNTER HILL SECTION - GRADING

Henry C. Boyer	\$40,320.00
Wm. Endicott	41,182.50
J. J. Parks	42,939.10
Earl L. McNutt	45,834.50
M. P. Pou	53,601.00
J. A. Terteling & Sons	56,980.00
Swartley Bros.	57,365.00
Mills-Rose	59,134.50
Frank M. Bullis	61,734.00
S. Simonsen	65,495.00

Judge Benge and County Commissioner Davidson, together with District Attorney Notson of Morrow County, submitted a written request that the following roads now included in the market road system be removed: Morgan East, No. 7; Morgan West, No. 10; Stingle Canyon-Sand Hollow, No. 11; Willow Creek, No. 12; McNabb West, No. 13; Keck Canyon, No. 16; Fuller Canyon, No. 17; and Upper Rhea Creek-Sunflower Flat, No. 19. Attorney Notson stated that these are all roads on which bond funds are available but on which it is unlikely that market road funds will be expended for many years. He further stated that these roads served only a few people and that the Court desired to build them on lesser standards than required in market road construction. The Chairman stated that the Market Road Engineer would be instructed to make a report on this subject and the matter would then be given further consideration by the Commission.

Judge Noe of Malheur County and George K. Aiken of Ontario urged that the Commission begin the construction of the Harper-Burrell Ranch Section of the Central Oregon Highway. He stated that a portion of this

project lies on government land in Little Valley through which the U. S. Bureau of Reclamation are now getting ready to build their canals and that there were certain to be conflicts which would make it difficult for the state to hold its location and also there would be additional expense involved in crossing these ditches. The Chairman stated that the Commission were committed to this project but that under the proposed initiative bills reducing the motor vehicle license fees, funds were not available and construction could not be considered. Commissioner Sawyer suggested that the right of way on the surveyed line across the Government lands should be acquired so as to definitely tie it up. Judge Noe stated that the Court would endeavor to do so.

C. B. McConnell of Burns, N. B. Higgs of Crane and A. D. Brown of Eastern Harney County, accompanied by Judge Williams of Harney County, were present. C. B. McConnell urged that the Commission reconsider its former order designating the route of the Central Oregon Highway on the northern route via Drewsey to Juntura and adopt the southern route from Crane via Riverside and the Malheur River to Juntura. He stated that the Drewsey people on the northern route were taken care of by the market road, while on the southern route there was no road at all along the Malheur River between Riverside and Juntura. N. B. Higgs of Crane stated that the river route was a natural route and estimated that the costs would not be excessive. A. D. Brown said that he had long been a resident of eastern Harney County and was very familiar with both routes. He said he had seen deep snow every winter on the Drewsey route but had never seen any of sufficient depth to impede travel on the river route. Judge Williams said that the location of this road was decided upon before he became a member of the County Court, therefore, he was not familiar with the reasons which led to the adoption of the northern route. He stated that the present Court had not expressed their preference as to choice of routes. Commissioner Sawyer stated that he would like to look over the alternate routes on the ground. The Chairman stated that the matter would be taken under advisement.

Judge Williams of Harney County urged that the surfacing of the Burns-Sage Hen Hill Unit of the Central Oregon Highway be undertaken this season. The Chairman stated that the project had not been forgotten by the Commission but that funds were not available for it.

Judge Williams stated that there was a fine timbered area on Poison Creek north of Burns on the Canyon City-Burns Road which would be very desirable for a park area and which could be acquired for a reasonable price for the stumpage. Otherwise it was likely it would be cut off for firewood. The County was unable to buy it, but urged that the Commission consider its purchase. James Stewart stated that the State Land Board has withdrawn from sale a quarter section of school land containing timber in the Poison Creek Canyon Section of the Canyon City-Burns Road which is desirable for park purposes. Commissioner Sawyer stated that he expected to be in Burns the latter part of the month and would look it over.

Judge Hawkins and Commissioners Gardner and Farmer of Polk County, Ralph Williams of Portland and Dr. A. B. Starbuck of Dallas asked for the construction of the road from Orr's Corners on the West Side Pacific Highway to Dallas as a state highway about 4 miles in length. Judge Hawkins stated that the city of Dallas is taking the initiative in proposing this project, but that the County Court will agree to grade the roadbed under the direction of the State Highway Engineer to state highway standards provided the state will take over the road and pave it. Dr. Starbuck said that the city of Dallas would secure the necessary right of way. The Chairman stated that the Commission would discuss the matter further.

S. K. Pardee and C. B. Elliott, representing the Peoples West Coast Hydro-Electric Co., stated that they contemplated building a power line from Reedsport to Coos Bay. They asked that they be permitted to build their line 37 feet from the center line rather than 39 feet where there is heavy timber so that they will not have to cut trees along the edge of the right of way. The Chairman stated that it would be satisfactory to prepare the franchise allowing them to place their poles on the 37 foot line where there is heavy timber and on the 39 foot line where the lands are logged off or otherwise cleared. Mr. Pardee stated that this would be satisfactory to his company.

Mr. G. E. Baker, representing the Chamber of Commerce of Delake, asked for oiling on the Roosevelt Highway through Delake to keep down the dust. The Commission stated that all the equipment was busy elsewhere and that they had no light oil in the vicinity, therefore, it was necessary to decline the request. It was suggested that they might obtain fuel oil themselves in Tillamook and spread it by hand methods.

At 2 o'clock P. M. announcement of the awards of contracts was made.

Ana Spring-Hunter Hill Section of the Fremont Highway, Lake County, 11 miles grading. On motion which was carried, the contract was awarded to Henry C. Boyer, the low bidder, at \$40,320.00.

Reedsport Section of the Roosevelt Highway in Douglas County, 1.06 miles of grading. The low bid of \$9,538.00 tendered by Frank M. Bullis is satisfactory, but the award is referred to the engineer until all of the right of way matters are straightened out.

Dr. L. I. Hewes, Deputy Chief Engineer of the Bureau of Public Roads, and W. H. Lynch, District Engineer, were present. Mr. Lynch reported that there were some savings as a result of recent bids received on forest projects which would be available for use. Dr. Hewes stated that he would like to see provision made to surface the four mile unit between The Dalles-California Highway and the East Boundary of Crater Lake National Park via Sand Creek, as it was undesirable to leave the present graded roadbed without surfacing. The Commission approved this suggestion and if the approval of Mr. Granger of the Forest Service is secured, it was agreed that \$18,000 of the set-up for the Lapine-Fort Rock Forest Project, Fremont Highway, be transferred and \$12,000 be taken

from the Contingent Fund, making a total of \$30,000 for the surfacing of the Sand Creek-Park Boundary Forest Project.

Dr. Hewes asked if the State of Oregon would join with California in making the Klamath Falls-Weed road a state or federal highway. Commissioner Gates stated that Oregon would not be interested in any more connections with California until California had improved some of the five connections now existing to the same standard found on the Oregon side of the state line.

Representing the Umpqua Highway Improvement District, R. J. Hubbard and W. A. Lovelace were present and stated that the District could raise forty per cent of the cost of the Tunnel Section of the Umpqua Highway and urged that the Commission apply for federal aid for the project to take up the balance of the cost. It was pointed out that the per mile limitation of federal funds on the Tunnel Unit would reduce the federal participation in the cost to a small figure. Dr. Hewes was asked if the tunnel could be considered as a structure like a bridge and thus eliminated from the limitation. He stated he did not think so, but suggested that a request be made so that a ruling could be made by the Washington office of the Bureau of Public Roads. It was suggested that perhaps one of the provisions of the Oddie-Colton Bill passed at the last session of Congress would remove, under certain conditions, the per mile limitation and permit full federal cooperation on the tunnel construction. The Engineer was authorized to request a ruling on this point also from the Bureau of Public Roads.

Judge Barnard and Commissioners Hurd and Anderson of Lane County discussed with the Commission the compromise offer of \$3,000.00 in lieu of litigation made by the attorney for the surety company in the case of the Moon Bros. defaulted bid on the east unit of the Lowell-Goodman Creek Unit of the Willamette Highway. After some discussion, it was agreed by the Commission and the members of the County Court that the full sum of the bond would be required as a settlement and the attorney was instructed to proceed with the case.

Dr. B. A. Lohr of Silverton, President of the Cascade Highway Association, Gordon Taylor of Molalla, Secretary, and R. G. Allen of Silverton stated that the Cascade Highway Association had been organized for the purpose of securing a state highway from Eugene to Oregon City through Brownsville, Stayton, Lebanon, Silverton and Molalla. They presented data showing the population and resources of this section of the Willamette Valley together with an estimate of the tonnage which would be moved over the road. Dr. Lohr stated that their purpose at this time was to request that a preliminary survey be made of the proposed route so that any improvements made by the counties would be on the proper location and would fit in with a general plan if the road was taken over as a state highway in the future. The Chairman stated that in view of the emergency confronting the Commission's finances in the form of an initiative measure to reduce motor vehicle license fees, that the survey could not be considered at the present time.

Judge Gillette of Josephine County asked the Commission to surface the new Redwood Highway connection south of Grants Pass about 1/3 mile in length, passing by the County Fair Grounds, if the county would grade it. The Chairman stated that the Commission could not do it now.

M. N. Jenkins, in behalf of the proposed Western Highway and Bridge Company, filed a petition for authority to construct, maintain and operate a toll road between Umatilla, Oregon, and Wallula, Washington, under the provisions of Chapter 288, General Laws of Oregon, 1925. The Chairman stated that the Commission would hold a hearing on the application at the next meeting and that the County Court of Umatilla County would be invited to sit with the Commission and the matter would be considered jointly. The Secretary was instructed to prepare and arrange for the publication of the required legal notices of the hearing.

A delegation was present from Morrow County consisting of L. Balsiger and Mr. and Mrs. H. M. Olden, remonstrating against the location of the Keck Canyon Market Road and asking that the route up Olden Canyon be substituted. The Chairman stated that the matter would be referred to the Market Road Engineer for investigation and report.

Judge Jordan and Commissioners Johnson and Whitmore of Wallowa County were present at the request of the Commission to discuss the indebtedness of Wallowa County to the state on completed cooperative projects amounting to approximately \$45,000.00. Judge Jordan stated that the county has a large amount of delinquent taxes and that the Court had made an order as follows: "It is hereby ordered that the County Treasurer of Wallowa County set up a special fund to be used for the purpose of paying the indebtedness of Wallowa County, Oregon, to the State Highway Commission of the State of Oregon, and that each month there be transferred to said fund from the general fund of Wallowa County, Oregon, an amount of money equal to the amount of money received in the general fund in said County from the sale of lands heretofore bought in by Wallowa County for delinquent taxes." Commissioner Johnson stated that he expected that this fund would produce about \$500.00 each month, and the Court would remit it to the Commission \$1000.00 at a time as fast as it would accumulate. In response to an inquiry by Commissioner Gates, the Court agreed they would pay at least \$6,000.00 per year on the indebtedness and more if funds were available. Commissioner Johnson asked that the state give the county credit for protective work done by the county along the Wallowa River in the vicinity of Rock Creek in the form of dikes, revetment and channel dredging. This matter was referred to the Engineer for investigation and report.

Lester Sheeley, an attorney of Vernonia, spoke in behalf of the proposed Inland Loop Highway in Clatsop and Columbia Counties. He asked that the state make a survey of the road and designate the proper route so that all county funds could be expended on the approved location and the work done to state standards. Mr. Sheeley urged that since the valuations of the road districts through which the highway would pass are decreasing rapidly due to the depletion of the timber resources, it was necessary that early action be taken. The Chairman stated that the Highway Commission

is not prepared to make any engagements carrying with them the spending of money, not even the cost of making a survey. He suggested that since this route is all on the market road system that consistent and continued use of market road funds for progressive construction of this road on acceptable standards be considered as a means of securing the desired objective. The matter was referred to the Market Road Engineer for investigation and report.

A. J. Parrington and E. C. Richmond asked the Commission to consider a contract with the Industrial Freight Traffic Bureau of Portland to make an audit of department freight bills for the years 1925, 1926, 1927 and 1928 on a basis of 50/50 on all sums recovered. A form of contract was submitted for consideration which was referred to the Attorney for examination and report.

Mr. G. B. Herington, Secretary of the Associated General Contractors, and J. W. Sweeney, contractor, asked the Commission to appoint a committee to consider the contractor's claims for adjustment on Contract No. 835, Unit No. 3, Burnt Hill-Chetco River Section of the Roosevelt Coast Highway in Curry County. After consideration it was agreed that the matter be referred to State Highway Engineer Klein and Division Engineer Chandler for further conference with Mr. Sweeney and Mr. Herington.

The Engineer was instructed to prepare a statement of the cost of snow removal during the 1927-28 winter and furnish copies of same to members of the Commission.

The next meeting date was set for August 14, 1928.

The matter of snow equipment for the 1928-29 season was discussed at some length. The Engineer reported that several artillery type tractors would have to be taken out of service this year because they were worn out and, hence, some new equipment would be necessary to keep open the present mileage, not including the McKenzie Pass. He recommended the purchase of 5 mold board truck plows at \$290.00 each, and two Snogo outfits at \$10,000.00 each, and four 5-ton FWD trucks at \$5,000.00 each. It is proposed to mount present Snow King rotary plows on the new trucks, also these trucks would be used in maintenance and construction operations in the summer season. There was some discussion as to the effect on the snow removal program of the reduced license revenues in the event the initiative measure carried. It was agreed that under those conditions the Mt. Hood Loop would not be cleared either in Clackamas or Hood River Counties. Hence, for the present, it was agreed to purchase only one Snogo outfit, the purchase of the second to be dependent on whether or not revenues are reduced. In addition, the purchase of 5 mold board truck plows and four 5-ton FWD trucks was authorized.

The minutes of the meeting of May 28 and 29, 1928 were approved.

The minutes of the joint meeting of the State Highway Commissions of Washington and Oregon, held at Olympia on June 12, 1928, with reference

to the Interstate Bridge at Vancouver, were approved with the correction in the next to concluding paragraph to read, "that the Attorney General of the State of Washington, the Attorney for the State Highway Commission of Oregon and" rather than "the Attorney Generals of the States of Oregon and Washington and."

As instructed at the previous meeting, the Engineer reported on the Metolius River Market Road which the County Court of Deschutes County had requested be taken over as a part of the state highway system. The Engineer reported that this unit of 9.5 miles from a junction with the McKenzie Highway at Sisters to the Jefferson County Line had been constructed on the Santiam Highway location and to state highway standards. The greater part of the length was constructed on a so-called grader section giving a roadbed width of 30 feet, the grades were good and alignment excellent, having only 119 degrees of curvature in the whole length. The grading of this project was done by Deschutes County with their own forces at a total cost of \$25,063.00. This road at present serves several summer resorts on the lakes and at the headwaters of the Metolius River. This unit is unsurfaced at the present time and probably would require surfacing in time, but with light travel the natural material will probably be satisfactory for a few years with the exception of approximately one mile of soft places where some gravel should be placed. The Engineer recommended that this unit be taken over by the Commission as a part of the Santiam Highway. On motion which was carried, the recommendation was adopted by the Commission.

As instructed at the previous meeting, the Engineer submitted a report on the cost and feasibility of a temporary wooden bridge across the Rogue River on the route of the Roosevelt Highway in Curry County. Two sites were considered (one above and one below tidewater) and a recommendation made against both as impractical on account of probability of loss in high water periods. The Engineer was instructed to forward a copy of this report to Senator Charles Hall of Marshfield and R. L. Macleay of Wedderburn.

The Engineer reported on the alternate plans which Col. Lukesh, District Engineer, War Department, had offered for the location of a future bridge across Yaquina Bay. The application filed at the hearing showed a line approximately 150 feet below and west of the present ferry slip which gives the shortest and most direct crossing of the bay. Col. Lukesh offered two alternates, the first to grant the permit for a bridge crossing 350 feet above the located line provided that the state would do such dredging as is necessary to maintain a turning basin of 18 foot depth for a length of 1000 feet below the bridge. The second alternate was to grant the permit for a crossing 750 feet above the located line without any requirement for dredging but which will provide a 1000 foot natural turning basin of 18 foot depth. The Engineer reported that he estimated the second alternate would add about 800 feet to the length of line, introduce sharp curvature on the north end of the bridge and add about \$100,000 to the cost. The Commission feared the uncertain cost of dredging under the first alternate and voted to adopt the second.

Commissioner Sawyer reported on the National Conference on State Parks in San Francisco beginning June 26, 1928, which Prof. A. L. Peck, Ray Conway and he attended.

A letter was received from George Edward Frost in which he stated that authority had been received from the owners of the Yachats townsite to sell the sixteen lots owned by the Company for \$100 each or a total of \$1600, making a reduction of \$1900 in the previous figure of \$3500. These lots represent all of those owned by the townsite company in the block on the north side of the river proposed for a state park site. There are mixed in with these several lots which have been sold to private parties and it is estimated to purchase these remaining lots and improvements would cost about \$5000 additional. The Commission, by vote, authorized the purchase and instructed the Engineer to secure options and endeavor to complete the purchase. The Engineer reported on the tract on the south side of the Yachats River which the Commission desired also for a park site. The area between the highway and the shore line north of the north line of Section 34 is about 11 acres and the Commission decided to add to that tract a strip 100 feet wide and about 600 feet long on the east side of the highway. Negotiations were ordered to determine the price at which this tract could be purchased.

A. G. Walker, by letter, offered for sale for state park purposes a tract of 220 acres fronting on the Roosevelt Highway through two forties near the state property at Hunters Head in Curry County. The price asked was \$4400. On motion of Commissioner Sawyer, it was voted to negotiate for the purchase of the tract. Commissioner Gates expressed his disapproval of an expenditure for this purpose.

The Secretary reported that W. B. Dennis, representing the Glasgow Coal, Land and Lumber Company, had stated that this company owned practically all of the land on both sides of the Roosevelt Highway between the ferry slip at Glasgow and Haynes Slough in Coos County. Mr. Dennis was interested in this property as a state park site since there is a fine natural growth of alder and a scattering of white fir, spruce and some Douglas fir. He suggested that if the Commission were interested, he would recommend to his company that before this tract was logged off the Commission be given an opportunity to purchase the merchantable timber at current stumpage prices on both sides of the road. He stated further that if this was done he would recommend to his company that they deed the land taken to the state for a nominal consideration. The Engineer reported that the merchantable timber was very limited. The Engineer was instructed to look the property over with Mr. Dennis and make a recommendation as to the area which should be acquired to preserve the scenic features of this section.

A request was received from L. L. Mann of Pendleton that the Commission sell or lease that part of the area purchased from Oliver P. Bowman for the Blue Mountain Timber Reserve outside of the 500 foot strip in Sections 20 and 29, T. 1 N. R. 35 E. W. M. The opinion of the Attorney was asked as to the authority of the Commission to sell land acquired for park purposes. He replied that no express authority was given in the

statutes. The Commission thereupon instructed the Secretary to advise Mr. Mann that the sale or lease of this property as requested could not be considered at this time.

Commissioner Gates reported that he was negotiating with the California Oregon Power Company for a timbered tract between the Crater Lake Highway and the Rogue River Gorge, and that he expected soon, in company with officers of the Company, to look the property over on the ground.

Market Road Engineer Scott reported that Judge Mast of Coos County had secured a number of natural park sites along the county roads for the county consisting of groves of myrtle, fir, Port Orford cedar and other native timber. The Secretary was instructed to write Judge Mast and the Coos County Court in appreciation of the work which they are doing.

A resolution was received from Tumalo Grange No. 631, requesting that the Highway Commission prepare standard designs for rural mail and parcel post boxes. On motion which was carried, the Engineer was instructed to prepare such standard designs and submit them to the Commission for approval.

The Engineer brought up for consideration the matter of stop signs on roads entering the Old Oregon Trail between The Dalles and Ontario. On account of threatened shortage of funds, it was decided to postpone this work for the present.

The Engineer presented a written report showing that contract No. 888, construction of a bridge across Depoe Bay on the Roosevelt Highway in Lincoln County, had been completed in satisfactory manner. Thereupon Commissioner Sawyer offered the following resolution and moved its adoption:

WHEREAS, KUCKENBERG-WITTMAN COMPANY, copartnership, on the 25th day of May, 1926, entered into a contract with the State of Oregon, wherein and whereby the said contractors agreed, for the compensation therein stated, to construct a bridge over Depoe Bay at Station 214 of the Otter Rock-Siletz Bay Section of the Roosevelt Coast Highway in Lincoln County, which said contract is designated as Contract No. 888, and

WHEREAS, the said contractors defaulted in the performance of their contract and abandoned the work before the same was completed, and

WHEREAS, the Independence Indemnity Company, surety on the bond furnished by the said contractors in connection with their said contract, took over the said job, and caused the completion of the same pursuant to the terms of the contract, and has paid the claims for labor and material incurred in connection with said job, for which said claims the said

surety company was liable, and said surety company has now demanded and requested that all moneys earned under said contract and retained by the state be paid to the said surety company instead of to the said contractors,

NOW, THEREFORE, it is hereby ordered and directed by the Oregon State Highway Commission that all moneys due or to become due under said contract No. 888 be, upon the certificate of the State Highway Engineer that the work provided for in said contract has been performed pursuant to the terms and conditions therein stated, paid to the Independence Indemnity Company, and it is further specifically ordered that state warrant No. 188340, dated February 15, 1928, be drawn in favor of Kuckenberg-Wittman Company in the sum of NINE HUNDRED SEVENTEEN and 78/100 (\$917.78) DOLLARS, which said warrant represents the final payment on said job, and paid to the said Independence Indemnity Company, and the Secretary of State is hereby respectfully requested to make said warrant payable to the said surety company.

The motion was duly seconded and carried.

A request was received from the Mayor of Lakeview that the Commission cooperate 50/50 with the City of Lakeview in replacing an old wooden box flume under Main Street at the Canyon Street intersection with concrete construction, the total estimated cost of which is \$1500. The Commission reaffirmed their previous action on February 28, 1928 and declined the request for the reason that this improvement is in the business district of the city.

At the recommendation of the Bridge Engineer, traffic officer's commissions were issued by the Commission to Capt. John H. Graham of the ferry "Roosevelt" and Capt. Jack Douthit of the ferry "Rogue."

The Attorney reported that it would be necessary to condemn the Leutwyler lots in the park tract which it was desired to secure at Port Orford between the Roosevelt Highway and Battle Rock. Commissioner Sawyer offered 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, to wit:

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All of subdivision One (1) and the West 30 feet of subdivision Two (2) of Block 29 of the original townsite of Port Orford, Curry County, Oregon, as recorded on page 150 of Volume 1, Records of Deeds of said county, and being more particularly described as follows:

Beginning at the southeast corner of 6th and Jefferson Streets, which point is the northwest corner of Block 29 of the original townsite of Port Orford, thence south on the east line of Jefferson street 100 feet; thence at a right angle east 120 feet; thence at a right angle north 100 feet to the south line of Sixth Street; thence west on the south line of Sixth Street 120 feet to the point of beginning,

and

WHEREAS, it appears that said parcel of land is owned by and in the possession of Rudolf Leutwyler and Bessie Leutwyler, 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,

NOW, 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 an effort be made to agree with the owners of said parcel of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that the attorney general of the state of Oregon and J. M. Devers, attorney for the state highway commission, be and they are hereby requested to commence and prosecute to a final determination such suit or action as will 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 carried.

The Commission confirmed the arrangement made with the Government officials since the previous meeting (May 29) whereby \$20,000 of Federal funds programmed for the surfacing of the Sand Creek connection to Crater Lake Park was changed to provide \$5000 additional for the

Cascadia East grading unit, and \$15,000 additional for the Klamath unit of the Fremont Highway Forest Project (formerly called Lapine-Fort Rock).

The Secretary was instructed to write the County Court of Lincoln County inviting them to attend the next meeting of the Highway Commission to discuss the indebtedness of the county to the state on co-operative projects on the Corvallis-Newport Highway.

At the request of the Engineer, in order to provide additional width for widening, the County Court of Columbia County had procured an additional width of 30 feet of right of way for a distance of approximately 750 feet on the Columbia River Highway near St. Helens from David Little for which the sum of \$755.00 had been paid. The County Court asked reimbursement for this amount, and on motion which was carried, the payment was authorized by the Commission.

At the request of the Engineer, the County Court of Tillamook County had procured additional right of way for the Commission in the vicinity of Barview on the Roosevelt Coast Highway from W. A. Wise for \$800.00 to expedite construction operations. Another parcel had been purchased from John and Anna M. Hathaway for \$325.00 for a channel change at Christensen Slough north of the Kilchis River. The Engineer recommended that the county be reimbursed for these expenditures, and on motion which was carried, the payment was authorized by the Commission.

A request for an extension of time from June 15 to August 15, 1928 was received from C. L. Camp, contract No. 993, maintenance materials, Prospect-Park Boundary Section of the Crater Lake Highway. The Engineer recommended that the extension requested be granted without penalty because of the fact that on account of snow conditions in the high altitudes the contractor was unable to resume crushing operations until May 5. The Commission approved the recommendation and granted the extension without penalty.

Requests for extension of time from June 1 to October 1, 1928 on contract No. 1022, Luckiamute River Bridge, and from April 1 to October 1, 1928 on contract No. 1023, Ash Creek culvert, both on the West Side Pacific Highway in Polk County, were received from O. N. Pierce, contractor. The Engineer reported that the contractor had encountered difficult foundation conditions on the Luckiamute River bridge and recommended that the extension requested be granted without penalty. The Ash Creek culvert, while a separate contract, had not been commenced, due to the fact that it was desired to concentrate the contractor's efforts on the Luckiamute bridge, therefore, it was recommended that this extension of time also be granted without penalty. The Commission approved the recommendation of the Engineer and granted the extensions requested without penalty.

The Commission approved the purchase of a furnace for the lodge building at Emigrant Springs Park.

The Engineer reported that the Linn County Court had offered to advance \$30,000 to be used in meeting the estimates which would be due

this year on the surfacing of the Lebanon-Sheas Hill project if the Commission would advertise the project.

A request was received from the Umatilla County Court that bids for the surfacing of the Lazinka Ranch-Albee Section be received at the next meeting. The Commission considered it advisable to withhold this project until it was determined definitely whether the reduced license measure would be on the ballot.

The Commission authorized bids to be received at the next meeting on the following projects:

Bridge over the Deschutes River at Maupin;
Surfacing 17.2 miles, Lebanon-Sheas Hill Section of the Santiam Highway;
Surfacing Reedsport Section of the Roosevelt Coast Highway,
1.0 mile crushed gravel surfacing.

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

Ray A. Klein
State Highway Engineer
and Secretary.

H. B. Van Duzer
Chairman
Robert W. Sawyer
Commissioner
Robert W. Sawyer
Commissioner

Portland, Oregon, August 14, 1928.

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

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

Bids were opened on the following projects:

ROOSEVELT COAST HIGHWAY
REEDSPORT SECTION - SURFACING

F. J. Kernan
Reedsport Tow Boat Co.

\$12,745.00
12,920.00

SANTIAM HIGHWAY
LEBANON-SHEAS HILL SECTION - SURFACING

John J. Dann	\$104,973.00
Hart Construction Co.	109,155.00
Joslin & McAllister	109,750.00
Dunn & Baker	117,000.00
A. Milne & F. J. Dussault	118,219.00
Newport Construction Co.	122,072.00
J. W. & J. R. Hillstrom	122,320.00
J. C. Compton	123,860.00
Wren & Greenough	126,206.00
Doggett & Cooper	126,380.00
Washburn & Hall	128,730.00
C. R. Johnson	135,130.00
H. G. Johnson	135,920.00
R. W. Shaffer	149,620.00

THE DALLES-CALIFORNIA HIGHWAY
DESCHUTES RIVER BRIDGE AT MAUPIN

Kuckenberg-Wittman Co.	\$94,860.00
Union Bridge Co.	96,811.50
Lindstrom & Feigenson	98,445.00

Judge Payne and Commissioner Hume of the Linn County Court and J. H. Ralston of Albany spoke of the Cascadia Tract on the Santiam Highway as a desirable park. This property is now owned by George W. Geisendorfer who has held it for many years, and charges an admission fee to the public. Judge Payne reported that the property was held at a high figure but that the owner might dispose of it for public purposes at a fair figure. The Chairman stated that the Commission wanted to work with the Linn County Court in protecting this park for the public. It was understood that the Linn County Court would investigate the matter further.

A. I. Johnson of Burns, former County Judge of Harney County, County Commissioner G. L. James of Burns and Milt Davis of Drewsey asked that the Commission consider the construction of the Drewsey-Juntura Section as the next unit on the Central Oregon Highway as it was needed for a railroad connection. Judge Johnson urged that the Drewsey route should not be changed. Milt Davis spoke of the resources along this route and stated that snow conditions over Stinking Water Mountain were not severe. C. B. McConnell, who was present, urged that the proper route for the Central Oregon Highway was via Crane and Riverside following the Malheur River valley. He stated that the Drewsey district should have a road but, in his opinion, a market road would be sufficient for their local needs. The Chairman stated that, owing to the unsettled conditions of the revenues of the State Highway Commission, nothing could be promised at this time, but that the arguments submitted as to choice of routes would be taken under advisement.

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Judge James and Commissioner Dunn of Lincoln County were present at the invitation of the Commission to discuss the indebtedness of \$16,000 to the state on a cooperative agreement for the Corvallis-Newport Highway. Judge James stated that funds were available at one time to meet the obligation but were involved in a bank failure and consequently the Court had not been able to pay the balance due. Judge James and Commissioner Dunn agreed that they would meet fifty per cent of the debt in 1929 whether the bank affairs are settled or not.

Judge James asked regarding future construction of the Seal Rocks-Alsea Bay Section of the Roosevelt Highway. The Chairman stated that the Commission were committed to this project as soon as funds were available.

Judge Beltz and Commissioners Reed and Owen of Tillamook County and R. R. Miller of Tillamook, representing the Chamber of Commerce and the Kiwanis Club of Tillamook, were present in the interest of the Trask River bridge. Judge Beltz stated that if the present bridge went out in high water the community would be cut off from communication with the south and that the Court considered the new bridge an economic necessity. He stated further that the community favored the proposed location on the south side of the river and recommended that it be adopted. Mr. Miller repeated that the citizens of Tillamook were very much interested in the new bridge and considered that it was very necessary. The Chairman stated that not only the bridge was involved in the proposed improvement, but the right of way, grading and paving would make a \$165,000 project 2.1 miles in length, and that no funds were available now. The Chairman suggested that the county road south of Tillamook might be used as an alternate route in an emergency. Judge Beltz thought the bridge over the Tillamook River would be unsafe for the heavy loads of through traffic. The Engineer was instructed to examine the Tillamook River Bridge and report on its condition. The Chairman stated he was in favor of building the bridge as soon as funds were available. Commissioner Sawyer stated that he was in agreement with the Chairman in this matter, but wanted an opportunity to look over the whole layout on the ground. A discussion developed as to the damage being done by log hauling trucks on the Roosevelt Highway pavement and oiled macadam south of Tillamook. The Chairman asked Mr. Miller if cooperation could not be secured from the loggers and truck operators in preventing overloading. Mr. Miller stated that he would take it up with the Chamber of Commerce at their next meeting.

R. J. Hubbard of Reedsport and W. A. Lovelace stated that the Board of Trustees of the Umpqua Highway Improvement District proposed to issue \$260,000 in bonds if Federal Aid could be secured for the Drain-Elkton Section. This section includes the tunnel and it was pointed out that the amount required from the District and County depends on the amount of Government cooperation which can be secured on the tunnel. The Engineer reported that this question had been submitted to the Bureau of Public Roads in Washington but that no answer had as yet been received. It was decided to await that decision before taking further action.

Archie McGowan of Burns urged that another unit of the Central Oregon Highway be constructed on the "desert type." The Chairman stated that the Commission was in sympathy with the project but that funds were not now available for further construction.

At two o'clock announcement of the awards of contracts was made.

Bridge over Deschutes River at Maupin. Referred to the Engineer for further investigation.

Lebanon-Sheas Hill Section, surfacing. On motion which was carried, the contract was awarded to John J. Dann, the low bidder at \$104,973.00.

Reedsport Section of the Roosevelt Highway, surfacing. On motion which was carried, all bids were rejected and the project ordered readvertised.

In response to the published notice, at two o'clock a hearing was held on the application of the proposed Western Highway and Bridge Co., for a franchise to construct, operate and maintain a toll road between Umatilla, Oregon and Wallula, Washington. Sitting with the Commission were Judge Schanep and Commissioners Hales and Bean of Umatilla County, and W. H. Lynch, District Engineer, U. S. Bureau of Public Roads. Representing the Company were M. N. Jenkins, R. I. Keator, and C. G. Brownell. Mr. Keator stated that their purpose was to operate under the provisions of Chapter 288, General Laws of Oregon of 1925. The general plan was to build along the Columbia River on the south side of the railroad track, the approximate distance from Umatilla to the state line being 20 miles, and from the state line to Wallula, 6 miles. It is proposed to secure a 100 foot right of way and build a grade of sufficient width to carry a 24 foot surface of crushed rock which would be oiled. In grades and curvature, they proposed to use state highway standards and, in short, intended to build a high standard road throughout. They estimated the cost of the construction of the six miles in Washington at \$160,000 and the twenty miles in Oregon at \$300,000. Mr. Keator pointed out the saving in distance for Portland bound traffic from Walla Walla, Spokane, Lewiston and Yellowstone Park by reason of the construction of this cut-off route. He stressed the fact that at the present time toll is charged for crossing the Columbia River ferry at Umatilla and also for crossing the Columbia River bridge at Kennewick.

Mr. C. G. Brownell stated that he had advocated the building of the Umatilla Cut-off as a state highway project for many years, and that he would still prefer to have it built that way, but if that could not be done, he urged that a franchise be given to this company. He stated that the road would bring much traffic into Portland which would otherwise go to Seattle. The Chairman asked regarding financing the project, and Mr. Jenkins stated that their plan was to sell preferred and common stock, two shares of seven per cent preferred to each share of common par value of both classes of stock \$100.00. They estimated the cost of financing

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to be ten per cent. Mr. Keator stated it was their proposal to include in the franchise a recapture clause whereby the road would be turned over to the state after the road had been paid for from tolls and twenty per cent earned. Asked by Commissioner Sawyer if the selling agents' commission on the stock would be included in the final cost figures, Mr. Keator said: "Yes." Also, there would be included as a part of the cost, interest during the construction, maintenance, taxes, etc. In short, their offer provided for a twenty per cent profit on their expenditures and then the road is to be turned over to the State.

Marshall Dana, President of the Umatilla Rapids Association, presented a resolution adopted by the Executive Committee of the Association, requesting that any franchise granted for a toll road contain a provision that if the Umatilla Rapids Project is undertaken or any other power development is undertaken which would submerge the proposed road, that the toll road company be required to donate such portions of their right of way as may be submerged or may be utilized for railroad relocation purposes.

J. H. Maguire, representing the O. W. R. R. & N. Co., asked if any crossings of the railroad line were contemplated. Mr. Jenkins replied that there was only one which was just east of Umatilla, and for that they proposed an undercrossing. Mr. Maguire stated that his company desired that the location for the toll road provide sufficient room for the relocation of the railroad in the event of the Umatilla Rapids power development. Mr. Keator replied that as he understood it, the location of the road would have to be approved by the State Highway Commission.

Judge Schannep pointed out that it was proposed to place the toll gate on the Oregon side of the state line, and asked if toll would be charged traffic coming down the Cold Springs road. Mr. Brownell replied that farmers living along the road would not have to pay toll.

Commissioner Sawyer asked if there were any federal aid projects that connect with this road, which would be jeopardized by a connection with a toll road. Mr. Lynch replied that it is a question whether the state can grant a franchise for a toll road on this project which is a part of the federal aid system without jeopardizing federal aid in other parts of the system, particularly direct connections. Commissioner Sawyer asked that the Attorney investigate the situation presented and ascertain from the federal authorities whether a franchise for a toll road may be granted on any portion of the federal aid system and the state continue to receive federal aid. The hearing was then closed.

George Edward Frost, representing the owners of the Yachats townsite asked if the proposal of the company to sell the 16 lots on the north side of the Bay for \$1,600 had been accepted. He was advised that it would be accepted, provided options could be secured on the remaining lots in the tract selected so that the total cost would not exceed \$7,500.00. The Engineer was instructed to interview the owners again and endeavor to close up on the prices of the former options. On the tract south of the Bay, Mr. Frost stated that the owners had instructed him not

to sell anything and he suggested that rather than condemn the property that the matter be held open until next year when one of the owners will be here. Commission agreeable to do this.

An agreement was executed with the Bureau of Public Roads and the Forest Service providing for inclusion in the contract for surfacing the Sand Creek Road at the east entrance to Crater Lake, approximately 9,000 cubic yards of maintenance materials for The Dalles-California Highway.

The Engineer was instructed to investigate and report on the feasibility of extending or relocating the ferry approaches and slips at Coos Bay with a view to shortening the operating time of the ferry.

As instructed at the previous meeting, the Market Road Engineer submitted a written report on the market roads which the County Court of Morrow County wished to remove from the county market road system. These roads are listed and numbered as follows: Morgan East, No. 7; Morgan West, No. 10; Stingle Canyon-Sand Hollow, No. 11; Willow Creek, No. 12; McNabb West, No. 13; Keck Canyon, No. 16; Fuller Canyon, No. 17; and Upper Rhea Creek-Sunflower Flat, No. 19. Mr. Scott stated that he had been over all of the above described market roads with the County Engineer and the County Judge. Bond funds in the aggregate of \$120,000 are available for these roads. He further stated that the County Court and he were in harmony as to the standards on which these roads should be built but that to eliminate them from the market road map would mean that these roads would be built without engineering supervision. Mr. Scott reported that he saw no objection to dropping off 5.6 miles of the south end of No. 12 from the Heppner waterworks headgates south since it is only a summer road beyond that point. Likewise, there was no objection to dropping off that part of No. 19 south of the Forks which is about 10 miles south of the junction with the Heppner Spray Road for the reason that the south end is unnecessary and a short connection to Parkers Mill can be made from the Heppner-Spray Road. Further than this, however, he saw no reason for further eliminations and recommended that the market road system be retained as originally adopted with the above exceptions. The Commission voted to lay the request of the Morrow County Court on the table.

The Market Road Engineer reported on the remonstrance filed at the previous meeting by L. Balsiger and Mr. and Mrs. H. M. Olden against the location of Market Road No. 16, via Keck Canyon, the remonstrants advocating another route designated as Olden Canyon. He stated that Keck Canyon was the original market road designation, and that bond money had been voted for the Keck Canyon route and was not available for the Olden Canyon route. Further, the Olden Canyon is a new, distinct project and could not be designated as a market road except by request of the County Court, which has not been received. He also stated that the Keck Canyon route was shorter and served well the area it was designed to serve. Therefore, he recommended that the county plan for the improvement of Keck Canyon with bond funds be approved and the remonstrance overruled. Recommendation adopted.

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As instructed at the previous meeting, the Market Road Engineer reported that he had interviewed Lester Sheeley of Vernonia, who had asked for a survey of the Inland Loop in Washington, Clatsop and Columbia Counties on state highway standards. He stated that he had advised Mr. Sheeley of the present status of this entire project in the three counties, and why it seemed advisable to continue construction on market road standards for the present. This method of financing would provide for sufficient funds to complete the project all the way through in a few years. Also, it seemed advisable to continue the original location plan down the Nehalem River through Jewell to Astoria rather than the proposed short cut to the Roosevelt Highway at Hamlet Junction.

A protest was received from the John Day Highway Association because of the removal of their sign at the junction of the John Day and Columbia River Highways in Arlington. Both this sign and the Old Oregon Trail sign were placed on the right of way at this point on condition that the wording on the sign was limited to names of cities and distances. The Engineer reported that the John Day sign had been repainted and did not comply with the original conditions of the permit and after giving the Association an opportunity to correct it, the sign had been removed. It was suggested that in order to eliminate further controversy at this point, that permission for the Old Oregon Trail sign be revoked also, and standard 3x5 distance and direction signs be erected, one giving names and distances of cities on the Old Oregon Trail and the other names and distances of cities on the John Day Highway. This was approved and the new signs ordered placed at once.

The Engineer reported that advice had been received from the War Department that approval of a ferry slip on the south shore of Yaquina Bay on the location of the state survey would be approved if reference to a bridge at this location was eliminated from the application. It was further stated that a bridge crossing would be considered not less than 600 feet above the existing wharf.

The Engineer discussed with the Commission the advisability of determining the location of the Roosevelt Highway crossing of Alsea Bay which would be approved by the War Department in order to definitely fix the location on the north shore which will be a part of the Seal Rocks-Alsea Bay grading project. After consideration, this course was approved. The Engineer was authorized to make an application to the War Department for approval of a bridge structure at the location proposed on the state survey for the Roosevelt Highway crossing of Alsea Bay.

The Engineer reported that as a result of further conference and correspondence with W. B. Dennis, representing the Glasgow Coal, Land and Lumber Co., that it had been arranged to have a cruise made of the merchantable timber in the proposed park site along the Roosevelt Highway north of Coos Bay between Glasgow and Haynes Slough.

The Engineer reported that as instructed at the previous meeting, an offer of \$2,500 had been made for the 220 acres offered by A. G. Walker

for a park site on the Roosevelt Highway in Curry County. Mr. Walker replied that the owner would not accept this figure; therefore the Commission instructed that negotiations be discontinued.

The Commission accepted with thanks, a gift of a strip of land for a park site from Charles W. Hoffman. This strip is in Section 18, Township 11 South, Range 26 East, W. M., and lies between the John Day Highway and the John Day River. It is approximately 1200 feet long, with an average width of twenty-five feet. It contains the Johnny Kirk Spring which is a well known roadside stopping place. The Secretary was instructed to write to the donor, expressing the thanks of the Commission.

The Engineer reported that notification had been received from the General Land Office at Washington, that the Humbug Mountain Park Site, containing 290.09 acres of government land had been appraised at \$5.00 per acre, or \$1,450.45 for the tract withdrawn. The Commission were undecided whether to purchase it at this price or exchange school land scrip. Chairman Van Duzer stated he would like to look it over again in the near future.

The Commission accepted, with thanks, the gift of 61 acres from S. B. Chandler and his wife for a park site along Crooked Creek on the Fremont Highway in Lake County, more definitely described as in Section 31, Township 36 South, Range 21 East, W. M., and Section 6, Township 37 South, Range 21 East, W. M. This tract adjoins on the north the park site of 2.2 acres containing a spring previously donated by Mr. Chandler and his wife. The total length of the property measured along the highway is 6900 feet, of which the southerly 2600 feet lies on the west side of the highway with an average width of 120 feet, while the northerly 4300 feet lies on both sides and has an average width of 650 feet. This Crooked Creek Canyon contains a growth of pine timber which made it desirable for preservation as a public park site. The Secretary was instructed to advise Mr. and Mrs. Chandler of the action taken by the Commission in accepting this property on behalf of the State of Oregon, and thank them for their generous donation.

Commissioner Sawyer reported that the Daughters of the American Revolution had made arrangements through the O.-W. R. R. & N. Co., and W. H. Carlisle whereby they were to acquire a tract of land alongside of and south of the Columbia River Highway on the west bank of the Deschutes River for the purpose of preserving a spring which was a stopping place for the emigrant trains after crossing the ford at the mouth of the Deschutes River. Since the D. A. R. are not incorporated and therefore are not qualified to hold title to real property, the officers of the Society asked the Commission to accept the property in the name of the State of Oregon. On motion which was carried, it was voted to comply with the request of the D. A. R., and accept the property for the State.

A letter was received from Dr. Albert Carey of Delake advising of the formation of a Lincoln National Park Association in which the Chambers of Commerce of Toledo, Newport, Taft and Delake were interested.

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The stated purpose of the association was to preserve the natural beauty of the coast and lower Siletz River Canyon by means of the creation of a National Park. Commissioner Sawyer expressed the view that their efforts would be more effective if directed toward the development of a state park in this vicinity.

Commissioner Sawyer reported on a meeting of the Advisory Committee on Highway Beautification and Parks held August 3, 1928.

The Engineer reported on the need of an auxiliary launch at Rogue River as a standby in emergencies, with particular use during high water conditions in spring and fall. The purchase of such a launch at approximately \$2000.00 was approved and authorized.

The Engineer reported the receipt of copies of resolutions adopted by the County Court of Klamath County on August 11, 1928, providing for the acquisition of right of way on the Dairy-Bly Mountain Section of the Klamath Falls-Lakeview Highway.

A request was received from Judge Kelty of Lake County that Attorney Devers be loaned to the County to handle a right of way condemnation case on the Summer Lake project. The Secretary was instructed to advise that on account of the press of department work, Mr. Devers could not be spared at this time.

A copy of a resolution adopted by the County Court of Lake County, making the Summer Lake Section of the Fremont Highway a market road was received and approved.

A large number of resolutions from associations and chambers of commerce of cities up and down the coast were received which urged the sale of \$5,000,000 of state highway bonds and the completion of the Roosevelt Highway. Ordered filed.

A request for a designation as a state highway of the road between Fossil and Shaniko received from Clarno Grange, was rejected.

The Commission approved the purchase of 5 lots at the corner of California and King Streets in Ontario for use as a maintenance yard. The City of Ontario offered this lot for the sum of approximately \$675, which is the amount of improvement liens against the property.

G. B. Herington, Secretary of the Portland Branch of the Associated General Contractors and J. W. Sweeney, appeared relative to adjustments in Contract No. 835, Unit 3, Burnt Hill-Chetco River Section of the Roosevelt Highway in Curry County. They asked that force account be substituted for yardage on certain serpentine cuts on this contract which it was alleged were more difficult to handle than average material. The matter was held open until the next meeting, when Commissioner Gates will be present.

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The Engineer submitted a report on estimated costs of rights of way on the McKenzie Highway near the Fish Hatchery. Authority was given to purchase these rights of way if Lane County still refuses to take them up.

The grades established on connecting streets having been approved by the city council of Reedsport, the Commission confirmed the award of the contract for grading the Reedsport Section of the Roosevelt Highway made by the Engineer to Frank M. Bullis, the low bidder, at \$9,538.00, since the previous meeting.

Supplementing authority given at the previous meeting for the purchase of snow removal equipment, the Commission authorized the purchase of an additional new Snogo or a total of two new Snogo outfits for the next season.

A request was received from J. M. Bedford, a timber operator of Klamath Falls to raise or change the concrete bridge on The Dalles-California Highway at Crooked Creek (near M. P. 252) so that logs could be floated on this creek. The engineer reported that if this structure is to be raised it would be advisable to rebuild it on another location, eliminating the sharp curve on the east end and also raising the grade on each side. No funds being available, the request was declined.

The Engineer reported on the desirability of doing the grade widening on The Dalles-California Highway between Klamath Falls and Lakeview junction this fall preparatory to paving this unit next season as had been proposed. No funds being available, the project was postponed for the present.

The Engineer reported that Lake County Court had stated that they had funds to grade about $2\frac{1}{2}$ miles of the New Pine Creek Section of the Fremont Highway south of Lakeview, and asked for plans and specifications. It was suggested that if the Lake County funds were turned over to the Commission, federal aid could be secured and the entire six mile unimproved unit graded with county and federal funds without the use of state funds. The Secretary was instructed to take this matter up with the Lake County Court and if agreed to, bids for the project were authorized for the next meeting.

The date for the next meeting was set for September 25, 1928, at 10:00 o'clock A. M.

Relative to the acquisition of right of way through the City of Beaverton on the Tualatin Valley Highway, Commissioner Sawyer introduced the following resolution and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423, General Laws of Oregon, 1917, and by the provisions of Chapter 237, General Laws of Oregon, 1917, the State Highway Commission was authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the state of Oregon, and

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WHEREAS, in the permanent improvement, construction and maintenance of said highways, and particularly that portion of the Tualatin Valley Highway within Washington County, it has been found necessary, and the said State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state and that the state acquire either by purchase, agreement or by the exercise of the power of eminent domain, the lands hereinafter described, which lands are to be used for the purposes more specifically hereinafter set out, and

WHEREAS, the State Highway Commission has found it necessary in the improvement and maintenance of said highway to straighten the alignment, eliminate existing curves, widen the roadbed, and otherwise improve said highway and to that end and for that purpose it has been found necessary to acquire additional land, and

WHEREAS, in connection with the improvement and maintenance of said highway, and to make possible the elimination of said existing curves and the widening of the present roadbed and otherwise improving said highway, it has been found necessary, needful and of advantage to the state that the following described parcels of land be acquired, to wit:

All that portion of the property of Mrs. S. Vasileff in Lots 6 and 7 of Steel's Addition to the town of Beaverton, Washington County, Oregon, included in a strip of land 80 feet in width, 40 feet on each side of the center line of the Tualatin Valley Highway as relocated over and across or adjacent to the said property; the portion referred to being an 80 foot strip across the said property in an easterly and westerly direction and more particularly described as follows:

Beginning at a point on the easterly line of said property, which point is approximately 191.0 feet north and 214.0 feet east of the southwest corner of said Lot 6; said point also being S. 6° 32' W., 40.65 feet distant from the relocated center line of said Highway at Engineer's station 188+28.0; thence S. 86° 25' W. parallel to the said center line a distance of 130.0 feet more or less to the westerly line of said property; thence N. 6° 32' E. along the westerly line of said property a distance of 81.3 feet to a point which is 40 feet distant northerly from (and measured at right angles to) the said center line; thence N. 86° 25' E. parallel to the said center line a distance of 130.0 feet more or less, to the easterly line of said property; thence S. 6° 32' W. along the easterly line of said property a distance of 81.3 feet to the point of beginning, containing 0.239 acres more or less.

THEREFORE, BE IT RESOLVED, that the State Highway Commission and said highway commission does hereby declare that it is necessary and that it will be of advantage to the state for the state to acquire for right of way purposes for use in connection with the permanent improvement and maintenance of said highway the lands above described, and said highway commission does further hereby declare that the said lands are needed and are necessary for said purposes upon the grounds and for the reasons herein stated, and in order to properly maintain and improve the said highway.

BE IT FURTHER RESOLVED, that the boundaries of the above described parcels of land be and the same are hereby adopted, and said parcels of land are hereby declared to be and the same are parts of and are included within the right of way of said state highway.

BE IT FURTHER RESOLVED that an effort be made to agree with the owners and with the tenants, if there be any, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, 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, attorney for the State Highway Commission, be and they are hereby requested to commence and prosecute to a final determination such suit or action as will 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 carried.

In the matter of an approach road to the Jones Ranch on the Oregon-Washington Highway near the foot of Jones Hill in Morrow County, the Engineer reported that to widen the turn at the present approach road would be very expensive, unsatisfactory and dangerous when completed. He recommended that a new approach road be graded to the Jones property, about 1300 feet long, but surfaced only to the right of way lines, provided the present road be closed in the interest of public safety. Approved by the Commission.

The following requests for extensions of time were received:

F. L. Brown, contract No. 1002, grading Mitchell-Keyes Creek Section of the Ochoco Highway in Wheeler County, requested an extension of time to October 1, 1928. The Engineer reported that this work had proceeded rather slowly but that no particular inconvenience would be suffered by the public; hence, he recommended that the extension be granted without penalty. Recommendation approved by the Commission.

E. R. Metzger, contract No. 1005, Blue River Bridge, McKenzie Highway, Lane County, requested an extension of time to June 30, 1928.

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

A. S. Wallace, contract No. 1018, furnishing maintenance materials on Moro-Kent Section of the Sherman Highway, Sherman County, requested an extension of time to August 15, 1928. The Engineer reported that this contract had been delayed by adverse weather conditions in the early part of the season, and recommended that the extension requested be granted without penalty.

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

Roy A. Klein
State Highway Engineer
and Secretary

H. B. Van Duzer
Chairman

C. E. Gates
Commissioner

Robert W. Sawyer
Commissioner

Portland, Oregon, September 25, 1928.

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

H. B. Van Duzer, Chairman
C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened for grading the approaches to the Willamette River Bridge at Springfield, as follows:

A. C. Mathews	\$5,826.00
L. P. Harmon	6,358.00
Washburn & Hall	6,507.00
Springfield Sand & Gravel Co.	6,705.00
R. W. Shaffer	7,093.00
G. C. Johnson	7,343.00
J. H. Shoemaker	7,898.00
Earl L. McNutt	8,693.00
Samuel & Neef	9,711.50
Slate Construction Co.	9,885.00

Marion McClain and W. B. Briggs of West Springfield and Melvin Hanson as representative of the Eugene Chamber of Commerce, appeared as a committee to protest against the construction of an embankment approach on the west end of the Springfield bridge. Their opinion was that the embankment proposed would increase the depth of flood waters on the West Springfield flat and its velocity in times of extreme high waters. The bridge engineer explained the situation in detail with sketch profiles, comparing the waterways at the site of the present highway and railroad bridges above the new bridge and the Ferry Street bridge below with the opening provided by the present structure. Commissioner Sawyer suggested that the committee secure the services of an engineer to make an investigation of the situation and advise them. This plan was agreeable to the committee and they stated this would be done at once. The award of the contract for the embankment approaches was held pending in the meantime.

Judge Gillette of Josephine County asked that the State take over and surface the new piece of highway built by the County at the Fairgrounds (Grants Pass) to form a new Redwood Highway connection. Matter referred to Engineer for report at next meeting.

A. I. Johnson, former County Judge of Harney County, Milt Davis of Drewsey, Clarence Drinkwater and County Commissioner Buchanan urged the construction of the Drewsey unit of the Central Oregon Highway. They were advised that no funds were available at the present time. Judge Johnson asked the Commission to speed up the contractor on the Buchanan-Vanderveer grading project.

Judge Kelty of Lake County, Commissioner Buchanan of Harney County and William Hanley of Burns appeared in behalf of the Lakeview-Burns unit of the Yellowstone Cutoff project. Judge Kelty stated that they desired a preliminary survey made for a connection from the Central Oregon Highway near Gap Ranch to the Fremont Highway. Some discussion developed as to whether the connection should be made at Paisley or Valley Falls, but it was finally agreed that the matter should be left to the Engineer, but that a reconnaissance survey would be made to supply the data necessary for a comparison of the alternate lines. Judge Kelty stated that the two counties were prepared to reimburse the state for the cost of the survey in their respective counties. The Commission approved the request and instructed the Engineer to make the survey as soon as convenient.

Judge Kelty and Gilbert Brown, Secretary of the Lakeview Chamber of Commerce, were present in the interest of the completion of the Fremont Highway in their county. Judge Kelty asked that all of the remaining portion of the Fremont Highway be completed next year, stating that Lake County would have \$60,000 available which, together with credits earned by previous cooperative projects, would equal their share.

Commissioner Buchanan asked that the Central Oregon Highway be built out of the first money that comes in next year. Wm. Hanley stated that he wished to endorse the requests of the representatives of both Harney and Lake Counties.

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Judge Barnard and Commissioners Hurd and Anderson of Lane County asked that surfacing on the completed units of the Willamette Highway east of Lowell be placed on next year's program. Commissioner Sawyer stated that the Commission were committed to a policy of surfacing these units as soon as the grade was ready.

Judge Barnard asked that the Cheshire-Harpole Schoolhouse Section of the Willamette Valley-Florence Highway be placed on the 1929 program, stating that Lane County would provide 50 per cent of the cost.

Judge Payne and Commissioner Hume stated that the Linn County Court were still interested in the purchase of the Cascadia resort property as a public park.

George W. Bryant, Manager of the Coast Auto Lines, and J. M. Hutson, Secretary of the Oregon Stages System, asked that stages be given preference on the Coos Bay and Rogue River ferries when there were waiting lines. Commissioner Sawyer expressed his view that the Commission should not favor one form of transportation over another unless specific requests for this privilege were received from the County Court, Chambers of Commerce or other public bodies along the route traversed by the stages. The Chairman announced that the Commission were not willing to grant this permit.

W. A. Lovelace of Reedsport, Chairman, and R. O. Thomas of Elkton, member of the Board of Trustees of the Umpqua Highway Improvement District, together with R. J. Hubbard of Reedsport, stated that the Board of Trustees of the district had placed on the ballot for the November election the matter of issuing \$110,000 in bonds for the Umpqua Highway between Drain and Elkton. This together with \$23,500 from taxation would make a total of \$133,500 or one-half of \$267,000 which is forty per cent of the estimated cost of the Drain-Elkton Section complete, and they expected an equal amount from Douglas County for 1929. Judge Quine and Commissioner Clough of Douglas County, together with R. C. Busenbark, nominated for Commissioner, were also present. Commissioner Clough stated that he did not think that the Court could put in more than \$20,000 or \$25,000 next year in cooperation with this district. At the conclusion of the discussion, Chairman Van Duzer stated that the Commission would be willing to secure Federal Aid for the Umpqua Highway to the extent that county and district funds were made available on a basis of 40 per cent local funds and 60 per cent federal funds.

Two committees from the Mazama Club were present, advocating new roads in the Mt. Hood area. One of these committees, consisting of John A. Lee and Richard W. Montague, had been appointed in the interest of the Lolo Pass Road; the other, consisting of John A. Lee and E. S. Collins, was interested in a road from the Mt. Hood Highway to timber line on the south side of the mountain. Lyman D. Latourette and E. J. Sickler also were present. Mr. Lee stated that a road to the timber line from the highway was desirable in order to enable the mountain climbers to get an easier start and shorten the climb to the summit. In the winter it would be used in connection with snow sports, as the snow line

receded. The opinion of the Mazamas was that such a road should start at a point east of Government Camp and terminate at a point east of Camp Blossom (the present timber line camp). It was thought that such a road on a reasonable grade would be about 6 miles in length. Mr. Collins expressed the idea that an unsurfaced, one way, earth road would be sufficient for the present until traffic developed. He advocated, however, that it be built on the survey for a standard road so that it could be widened later. In the discussion the question was asked as to from what funds could the road be financed. Mr. Dater of the Forest Service, who was present, stated that as a matter of Forest Service policy, forest highway funds should be used. Chairman Van Duzer stated that in his opinion recreational roads around Mt. Hood should be financed from forest development funds in consideration of an agreement of some years' standing with the Portland Chamber of Commerce.

Mr. Lee presented maps showing the proposed Lolo Pass road and its relation to the Bull Run water supply reserve. This road follows up Sandy River across a corner of the Bull Run reserve and down the West Fork of Hood River to connect with the Lost Lake Road, requiring only 12 miles of new construction. The purpose of this project is to make a loop road entirely around the base of Mt. Hood and make available the rugged scenery on the west slopes. This would make a shorter road to Hood River than the present route on the east side of the mountain and cross the Lolo Summit Pass at elevation 3400 feet as against 4765 feet in elevation at Bennett Pass on the east side. Mr. Lee stated that the previous opposition of the city government of Portland to this road on account of its encroachment on the Bull Run reserve would be withdrawn in the event Congress passes the Stanfield Bill permitting a revision and enlargement of the present reserve boundaries. Mr. Lee stated that he would interview City Commissioner Mann in the near future and determine his present views on the Lolo Pass project.

C. G. Brownell, D. G. Brownell and M. N. Jenkins asked for the decision of the Commission on the application of the incorporators of the proposed Western Highway and Bridge Co. to construct and maintain a toll road between Umatilla, Oregon, and Wallula, Washington. The Chairman advised that an opinion had been received from the Commission's attorney holding that the Commission was without authority under the law to grant a permit for a toll road on a part of the state highway system. Further that advice had been received from the District Engineer of the U. S. Bureau of Public Roads that if the toll road application were granted, Federal Aid would be withheld on adjacent highways which would serve as feeders to the toll road project. Therefore, the Chairman stated the Commission finds it necessary to decline the application. Mr. Jenkins: "Will you give us a definite statement as to the construction of this road by the state?" The Chairman: "We can not make a definite statement as to when this road will be built." C. G. Brownell: "If the Dunne bill fails, will you include it in your program?" The Chairman: "We can not trade on a proposition by announcing our support of a certain road if the Dunne bill is invalidated. C. G. Brownell: "We have been pleading for the Umatilla Cutoff for many years. It is on the state highway map, also on the federal aid system, and there is only 20 miles of it in Oregon." W. H.

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Lynch, District Engineer, U. S. Bureau of Public Roads: "I would like to say that the Government would be willing to cooperate in the construction of this road at any time."

Chairman Van Duzer announced that he had had a conference with P. E. Lakin, Manager of the Shell Oil Company in Oregon, together with I. J. Harvey, an officer of the company from San Francisco, and they stated that it would henceforth be the policy of the Shell Oil Company to erect no more signs along the roadside except within the corporate limits of cities and towns, and that they would not renew present leases and at the expiration of these leases the signs would come down. The result of this policy would be that within a year all the Shell signs would be off the highways of Oregon. The representatives of the company also stated that roadside filling stations painted with the company colors would be toned down when repainted. On motion of Commissioner Sawyer which was carried, the thanks of the Commission were tendered the officers of the Shell Oil Company for their cooperation in protecting the scenic resources along the state highway routes by the removal of advertising signs, and the hope was expressed that the other oil companies would follow the example.

W. H. Lynch, District Engineer, H. D. Farmer, Highway Engineer of the Bureau of Public Roads, and P. H. Dater of the Forest Service were present to confer on the forest highway program. They stated that \$23,000 of government funds made up of savings on contracted work was available for allotment and recommended the following projects:

Salmon River 4.1 miles - West End clearing and grubbing	\$ 8,000
Location Surveys	15,000
Total	\$23,000

On motion which was carried, the Commission approved this amendment to the forest highway program.

The minutes of the meetings of July 10 and August 14, 1928 were approved.

The Commission confirmed the award of a contract to F. J. Kernan for the surfacing of the Reedsport Section made by the engineer in the interval since the previous meeting. On this project Kernan's bid was the lowest at \$12,475.00, but was rejected because in excess of the engineer's estimate. Kernan then offered to reduce his bid to \$9,479.00, the acceptance of which was recommended by the engineer and approved by the Commission.

A report was submitted by the Engineer on the alternate routes south of Tillamook available in the event that the Hunt Bridge was carried out by high water. One alternate is Market Road No. 15 which leads directly south from Tillamook crossing the Trask River about 0.1 mile south of the city limits and Tillamook River 1.1 miles farther south on a combination truss span, with still another crossing of the same river

about 1.2 miles farther south, then back to the highway, a total length of detour of 3.3 miles. The report stated that the Trask River bridge was in poor condition and should be placed on falsework if subjected to heavy loading. The same observation was made as to the condition of the old combination truss span at the first (north) crossing of Tillamook River. The second (south) crossing of Tillamook River is the steel span moved from the Miami River and is in good condition. The second alternate route extends east from Tillamook and crosses the Trask River at Johnson Bridge about 4 miles east of Hunt Bridge and returns to the highway at Peltz Corner, the total length of the detour being 7.5 miles. The Engineer reported that Tillamook County Court were reconstructing the Johnson Bridge and that the structural steel for the spans was now on the ground but that they did not intend to rebuild the approaches which were in poor condition, until next year. The Commission voted to make an advance of \$5,000, or as much as is necessary, to Tillamook County until next year so that they could build the new approaches now. This construction would give a safe bridge across the Trask River in the event of a washout of the Trask River bridge. The Commission then considered the matter of the Hunt Bridge. The Chairman expressed the view that the Commission was not ready to undertake the complete project involving also the grading and paving on the south side of the river. It was decided to place a new steel span at the Hunt Bridge site on piling with timber approaches, as a temporary expedient with instructions to the engineer that the new steel span be designed to fit the crossing of the Trask River for the proposed location on the south side of the river.

A written request was received from Everett Sickler for a permit to construct a toboggan slide on Second Street east of the Barlow Monument in the townsite of Pompeii (Government Camp). The Attorney advised that since this street is a public highway under the exclusive jurisdiction of the County Court of Clackamas County, the Commission had no authority over it. Therefore the Commission declined to grant the permit but stated that there would be no objection to the county granting such a permit provided the slide was constructed so as to permit crossing Second Street at all times with road equipment and machinery which it is necessary to move between the maintenance shed on Olive Street and the highway.

Commissioner Sawyer introduced the following resolution and moved its adoption:

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

Alsea Highway	Mt. Hood Highway
Ashland-Klamath Falls Highway	Redwood Highway
Crater Lake Highway	Roosevelt Coast Highway
Coos Bay-Roseburg Highway	Santiam Highway
Corvallis-Newport Highway	The Dalles-California Highway
McKenzie Highway	Willamette Highway
McMinnville-Tillamook Highway	Willamette Valley-Florence Highway

AND WHEREAS, the said above-named state highways and each and all of the same are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which is damaging and injuring the said highways, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways and each of them, that the maximum weights permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said roads or any of them shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the roads above mentioned and hereinafter designated are being damaged and injured on account of the kind and character of traffic now being hauled over and upon said roads, and by reason of the fact that 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 interest 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 20,000 pounds to 16,000 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 16,000 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; and that in no event shall the combined weight of load and vehicle be in excess of 12,800 pounds at the points of contact of the two wheels of any one axle of any such vehicle;

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 341, General Laws of Oregon for 1927, shall be in full force and effect for the following period, to wit: From the 15th day of October, 1928, to the 15th day of April, 1929; 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 the Pacific Highway junction in Jackson county and the south city limits of Klamath Falls in Klamath county.

Crater Lake Highway between the north city limits of Medford and the west boundary of Crater Lake National Park, in Jackson 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 McKenzie Pass, in Lane county.

McMinnville-Tillamook Highway between Hebo in Tillamook county and the west city limits of Sheridan in Yamhill county, excluding that portion within the corporate limits of Willamina.

Mt. Hood 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 Selma 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.

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Roosevelt Coast Highway between the south city limits of Reedsport in Douglas county and Glasgow, in Coos county and between the south city limits of Coquille and the California State Line, in Coos and Curry counties, excluding the portion within the corporate limits of Bandon.

Santiam Highway between the east city limits of Albany and Cascadia, in Linn county, excluding the portion within the corporate limits of Lebanon.

The Dalles-California Highway between Crescent and Fort Klamath Junction, in Klamath 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.

Commissioner Gates introduced the following resolution and moved its adoption:

WHEREAS, the roads or highways hereinafter named 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;

AND WHEREAS, on each of the said state highways and on all of them there are located certain bridge structures which, in the judgment of the State Highway Commission, are incapable of safely carrying the traffic to which they are being subjected, and in order to protect said bridge structures against damage

and injury and in order to safeguard traffic over said bridge structures 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 bridge structures and each of them and of the traffic which uses the said bridge structures that the maximum weights now permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has, after due investigation, determined and found and it is the judgment of the Commission that the maximum gross loads which shall be permitted upon the said bridge structures shall be reduced and fixed as in this order provided;

AND WHEREAS, the State Highway Commission has further determined and found that for certain of said bridge structures it has become necessary to fix a definite limit upon the total gross load over the entire structure while for certain other bridge structures it is only necessary to limit the total gross load which shall be permitted upon any single span at any time.

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 bridge structures above referred to and hereinafter designated are incapable of safely sustaining or supporting a total gross load in excess of that specified in the tables given hereinbelow;

IT IS HEREBY ORDERED, that the total gross weight of combined load and vehicle which shall be permitted upon any portion of the entire length of the bridge structures hereinbelow designated shall not exceed the limits given and set forth hereinbelow. In computing the total weight of any single vehicle, the total gross weight of any trailer or trailers attached to said vehicle shall be considered as a component part of the total gross load and shall not be considered as a separate vehicle. This combined gross weight shall not exceed the limits given hereinbelow, to wit:

PACIFIC HIGHWAY

1-220.23	Myrtle Creek Bridge	10 tons
1-233.69	Canyon Creek Bridge	8 tons

LOWER COLUMBIA RIVER HIGHWAY

2B-53.93	Beaver Creek Bridge No. 1	10 tons
2B-65.10	Clatskanie River Bridge	10 tons

THE DALLES-CALIFORNIA HIGHWAY

4-303-60	Lost River Bridge	8 tons
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OLD OREGON TRAIL

6-279.91	Grande Ronde River Bridge	8 tons
6-318.18	Powder River Bridge	10 tons
6-360.74	Alder Creek Bridge	10 tons

MT. HOOD HIGHWAY

26-45.1	Zig Zag River Bridge	6 tons
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ROOSEVELT COAST HIGHWAY

9-08.4	Skipanon River Bridge	8 tons
9-18.5	Wahanna Creek	10 tons
9-34.6	Bergsvick Creek Bridge	8 tons
9-39.0	Jack Horner Creek Bridge	8 tons
9-77.8	Hoquarton Slough Bridge	8 tons
9-304.3	Johnson Creek Bridge	8 tons
9-305.6	Crooked Creek Bridge	8 tons

McMINNVILLE-TILLAMOOK HIGHWAY

32-18.75	Small Creek near Willamina	6 tons
32-37.7	Louie Creek Bridge	6 tons
32-37.9	Louie Creek Bridge	6 tons
32-38.3	Baxter Creek Bridge	6 tons
32-38.4	Louie Creek Bridge	6 tons
32-41.85	Alder Creek Bridge	8 tons

IT IS FURTHER ORDERED, that with respect to the following bridge structures the total gross weight of combined load and vehicle, including the gross weights of each and all trailers attached thereto, all considered as one vehicle as set forth above, which shall be permitted upon any single or individual span of the said bridge structures at any one time, shall be limited as set forth in the following table, to wit:

PACIFIC HIGHWAY

1-205.90	South Umpqua River Bridge at Winston	10 tons
1-279.17	Rogue River Bridge at Grants Pass	10 tons

LOWER COLUMBIA RIVER HIGHWAY

2B-61.22	Beaver Creek Bridge No. 2	10 tons
2B-80.97	Hunt Creek Bridge	8 tons
2B-83.02	Gnat Creek Bridge	8 tons
2B-84.66	Big Noise Creek Bridge	8 tons
2B-85.15	Rock Creek Bridge	8 tons

WEST SIDE PACIFIC HIGHWAY

3-12.94	Tualatin River Bridge	8 tons
3-16.45	Cedar Creek Bridge	8 tons

THE DALLES-CALIFORNIA HIGHWAY

4-45.85	Deschutes River Bridge at Maupin	8 tons
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CENTRAL OREGON HIGHWAY

7-267.5	Malheur River Bridge	6 tons
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ROOSEVELT COAST HIGHWAY

9-23.0	Necanicum River Bridge	8 tons
9-40.8	N. Nehalem River Bridge	8 tons
9-76.1	Wilson River Bridge	6 tons
9-79.6	Trask River Bridge	8 tons
9-257.2	Haynes Slough Bridge	8 tons
9-257.6	Larson Slough Bridge	8 tons
9-310.7	Four Mile Creek Bridge	6 tons

McKENZIE HIGHWAY

15-18.2	Trestle Span	6 tons
15-20.4	Trestle Span	6 tons
15-26.2	Indian Creek Bridge	6 tons
15-26.9	Gate Creek Bridge	6 tons
15-31.5	Trestle Span	6 tons
15-31.7	Trestle Span	6 tons
15-34.5	Trestle Span	6 tons
15-39.9	Trestle Span	6 tons
15-51.3	McKenzie River Bridge	6 tons

WILLAMETTE HIGHWAY

18-02.9	Coast Fork Willamette River Bridge	6 tons
18-03.2	Trestle Span	6 tons
18-13.9	Middle Fork Willamette River Bridge	6 tons

ASHLAND-KLAMATH FALLS HIGHWAY

21-45.1	Klamath River Bridge at Keno	8 tons
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MT. HOOD HIGHWAY

26-38.5	Salmon River Bridge	8 tons
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ALSEA HIGHWAY

27-56.1	Trestle bridge over slough at Waldport	6 tons
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McMINNVILLE-TILLAMOOK HIGHWAY

32-29.75	S. Yamhill River Bridge near Bee Ranch	8 tons
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WILLAMETTE VALLEY-FLORENCE HIGHWAY

34-42.2	Indian Creek	6 tons
34-49.0	Wilson Creek	6 tons

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 341, General Laws of Oregon for 1927, shall be in full force and effect from the first day of November, 1928, until rescinded, modified or revoked by order of the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named bridge structures, so that said notice can be readily seen and read, which notice shall state plainly the limitations and prohibitions of the 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 protest was received from L. M. Sweet of Beagle and others against the location of the Sam's Valley Market Road in Jackson County. The Market Road Engineer reported that the route selected by the County Court was the shortest and therefore approved by him. Commissioner Gates stated that he was personally acquainted with the situation and approved the location selected. The Commission were of the opinion that the remonstrance against the location should be filed with the County Court of Jackson County.

A request was received from the County Court of Deschutes County that that part of the Century Drive between Bend and the National Forest Boundary be approved as a part of the Market Road system of Deschutes County. The Market Road Engineer recommended that this road be approved. Recommendation adopted by the Commission and designated as Deschutes County Market Road No. 52.

A remonstrance was received from residents of Ione and vicinity against the location of the Ione-Boardman Market Road in Morrow County. The remonstrants opposed the diagonal route through two sections which had been adopted by the County Court. The diagonal route saved one and one-quarter miles of distance and was approved by the Market Road Engineer. The Commission approved the location as selected by the County Court.

Chairman Van Duzer reported that Judge Benge of Morrow County had interviewed him as to a reconsideration of the previous action of the Commission whereby the request of the county to remove certain roads from the market road system had been rejected. It was decided that the Market Road Engineer should arrange a conference for Judge Benge and the Chairman at which he would be present and go into the whole matter in more detail.

T. J. Flippen, Jr., Secretary of the Eugene Chamber of Commerce, stated that a meeting of the McKenzie people had been held recently and that they had formulated their ideas on the location of the unconstructed parts of the McKenzie Highway. The first item was "Commencing at Springfield City Limits, following the line of the present road to Phetteplace corner; thence in an easterly direction to a connection with the present McKenzie Highway near the foot of Cogswell Hill." This suggested change eliminates the diagonal alignment into Thurston from the west and abandons the two and one-half mile surfaced section east of Thurston. The Commission approved this change. Item 2: Commencing at the Millican Corners and following the alignment of the old road through Walterville, eliminating the sharp curves in said town. Item 3: Commencing at the bridge over the Eugene Power Ditch on the east side of Walterville, following up said Ditch to a connection with the State Highway at a suitable point East of the residence of Lester Millican. Item 4: Commencing at Deerhorn, follow the alignment of the present road as nearly as possible, eliminating all bad curves. The Commission did not approve items 2, 3 or 4. Mr. Flippen stated that there appeared to be no further argument among the McKenzie people on the 80 foot right of way matter. Mr. Flippen asked when the survey for the new unit between Phetteplace corners and Cogswell Hill would be made and the Commission stated that it would be made at once.

The Commission executed a revised agreement with the Southern Pacific Company for an undercrossing near Lakeside, Coos County, which was approved by the Attorney.

The Engineer was instructed to request the County Court of Baker County to secure the removal of a store building from the right of way of the Baker-Unity Highway near Hereford which had not been taken care of when the right of way for the highway was secured by the county.

The Engineer reported on the spruce tract on the Roosevelt Highway south of Winchester Bay recommended for a park site by Prof. Hyslop. Reference was made to the spruce tracts north of Gardiner in the Forest Reserve. The Engineer was directed to determine if these were privately owned and report at the next meeting.

The Engineer reported that negotiations had been carried out to secure title to a small park area on the north side of Dooley Mountain on the Baker-Unity Highway (in Section 20 T. 11 S. R. 40 E. W. M.) from Ernst Hebestreit. This area is in a gulch and includes a good spring and a few trees, which makes it a convenient stopping place. The owner will also convey by a new deed the right of way across his holdings, the county's title to which was defective on account of variation in the land lines as

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originally run out. The agreed price was \$500 for both park site and right of way and the purchase was approved by the Commission.

The Engineer reported that he had been unable to secure a reply from the non-resident owners of the area desired for a park site at Starvation Falls, although several letters had been written to the owners of record. The Commission instructed the attorney to file condemnation proceedings to acquire this property for the state for park purposes.

The Chairman reported that Prof. Buwalda of the University of Southern California had made, at the request of Dr. Merriam, a selection of the scenic area at Picture Gorge on the John Day Highway north of Dayville desirable for a reserve. In this area are found many fossils of prehistoric animal life. The Commission voted to immediately request the Department of Interior through the General Land Office to transfer to the state the vacant Government lands in this area under the terms of the Sinnott Bill (Act of June 14, 1926).

The Commission voted to attend the dedication of Pilot Butte Park at Bend on September 30, 1928.

The Attorney reported that the Attorney General would approve a contract for auditing freight bills on a commission basis. He was instructed to prepare a form of contract to cover and present the same to the Commission for further consideration.

The date for the next meeting was set for Tuesday, October 30, 1928.

The following requests for extensions of time were received:

John Slotte & Co., contract No. 1029, Canemah-New Era Section of the Pacific Highway, Clackamas County, grading, requested an extension of time to November 30, 1928. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Hart Construction Company, contract No. 947, La Grande-Baker Section of the Old Oregon Trail, furnishing maintenance materials, requested an extension of time to September 1, 1928. The Engineer reported that additional yardage had been added to the contract and, therefore, recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Slate Construction Company, contract No. 980, Lebanon-Sheas Hill Section of the Santiam Highway, Linn County, requested an extension of time to November 30, 1928. The Engineer reported that this contract had been largely increased by the additional yardage necessary to accommodate the railroad at the Narrows and, therefore, recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

C. L. Camp, contract No. 993, furnishing maintenance material for the Prospect-Park Boundary Section of the Crater Lake Highway, requested an extension of time to September 30, 1928. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

H. E. Schmeer, contract No. 994, Pilot Rock-Freewater Section of the Oregon-Washington Highway, furnishing maintenance material, requested an extension of time to January 1, 1929. The Engineer reported that the contractor on this project was forced to close down during the summer months on account of the lack of water near his quarry to wash the materials and since no additional expense had been caused the State, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Clyde R. Seitz, contract No. 1001, East Unit, Pendleton-Kamela Section of the Old Oregon Trail, furnishing maintenance material, requested an extension of time to December 31, 1928. On account of increase in the quantities of the sub-base material, the Engineer recommended that the extension requested be granted without penalty.

Joslin & McAllister, contract No. 1006, Unity-Hereford Section of the Baker-Unity Highway in Baker County, surfacing, requested an extension of time to October 31, 1928. The Engineer reported that no additional engineering expense had been incurred on this contract and, therefore, recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

W. C. Elliott, contract No. 1017, Bly-Forest Boundary Section of the Klamath Falls-Lakeview Highway, grading, requested an extension of time to September 1, 1928. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

A. S. Wallace, contract No. 1018, Moro-Kent Section, Sherman Highway, furnishing maintenance materials, requested an extension of time to September 20, 1928. The Engineer recommended that all engineering costs against this job subsequent to the previous extension date, August 15, be charged against the contractor. Recommendation approved by the Commission.

Edlefsen-Weygandt Co., contract No. 1030, grading, Beaverton-Multnomah County Line Section of the Tualatin Valley Highway, requested an extension of time to October 1, 1928. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Joslin & McAllister, contract No. 1007, furnishing maintenance materials between Arlington and Pendleton on the Old Oregon Trail, requested an extension of time to September 30, 1928. The Engineer reported that the contractors had crushed some rock for Umatilla County outside of the contract which had delayed completion of this contract and consequently

retarded oiling operations by lack of rock when needed. Therefore, he recommended that the extension be granted subject to reimbursement to the state for extra expense incurred by oiling crews on account of non-delivery of oil rock when needed. Recommendation approved by Commission.

Jetley Brothers, contract No. 997, Central Oregon Highway and Burns-Otis Creek Market Road, grading 11.2 miles, requested an extension of time from July 31 to December 31, 1928. The Engineer reported that progress on this job had been very slow and dilatory. He recommended that the extension be granted subject to payment of engineering costs by the contractor subsequent to September 30, 1928. Recommendation approved by the Commission.

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

Roy A. Klein
State Highway Engineer
and Secretary

H. B. Van Duzer
Chairman
C. E. Gates
Commissioner
Robert W. Sawyer
Commissioner

Portland, Oregon, October 30, 1928.

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

H. B. Van Duzer, Chairman
C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

The following bids were received on the Agency Creek bridge, McMinnville-Tillamook Highway:

Rigdon Bros.	\$ 6,757.50
J. F. Johnston	6,968.75
Clackamas Construction Co.	7,125.00
O. N. Pierce Co.	7,346.00
Frazier & Pugh	7,501.00
J. W. Sadler	7,530.00
S. Simonsen	7,652.50
Holdener Construction Co.	8,355.00
Parker-Schram Co.	8,840.00
Fred E. and Harold Lockyear	10,700.00

Milt Davis of Harney County urged again that the location of the Central Oregon Highway be made through Drewsey to Juntura rather than by Crane and Riverside as had been advocated by the Crane people. He said that the original old emigrant trails came in that way and that for many years before the railroad was built, the mail was brought over Stinking Water Mountain and the snow conditions were not difficult. He stated that this statement could be verified by S. S. Williams who had the mail contract for about 12 years.

Judge Patterson of Grant County, H. B. Hayes, E. L. Knox, Chas. M. Casady, Walter Dickey, Dr. George G. Carl and C. R. Schmidt of the John Day Commercial Club were present to support the location of the Pendleton-John Day Highway via Little Beech Creek to John Day previously adopted by the Commission. They had expected opposition by a delegation from Mt. Vernon, but no one was present from there. The delegation asked that this unit be placed on the program when funds are available. The Secretary presented to the Commission a petition signed by two members of the Grant County Court urging a survey down Beech Creek from the mouth of Little Beech Creek to Mt. Vernon. In view of the saving in distance on the other route which was the reason for the survey on that route and later the adoption of the location, the request was declined.

Judge Schanep and Commissioner Hales of Umatilla County asked that the Commission let the contract for the surfacing of the Lazinka Ranch-Albee Unit of the Pendleton-John Day Highway soon so that the contractor could take his equipment in over the frozen ground. The Commission replied that no answer could be given until after the result of the vote on the motor vehicle license fee reduction bill was known.

The minutes of the meeting of September 25, 1928 were approved.

Commissioner Sawyer offered the following resolution regarding the distribution of the second one-half of the market road fund 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 20th day of April, 1928, apportion among the several counties of the State complying with the provisions and accepting

the benefits of said market road law, the 1928 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 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 has charged the above mentioned costs to the several counties, either as advance payments to be deducted from the sums apportioned to the various counties or as accounts to be paid in cash, as desired by the several county courts, 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 1928 apportionment as apportioned by the State Highway Commission by resolution under date of April 20, 1928, provided, however, that there shall first be deducted from each county's share of said funds a sum sufficient to cover the amount charged as an advance to that county by the State Highway Commission as shown on the books and cost records of said Highway Commission at the close of September 30th, 1928, 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 shown in the tabulation below, and

BE IT FURTHER RESOLVED, that Roy A. Klein, Secretary of 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.

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	1928 APPORTIONMENT	SECOND HALF 1928 APPORTIONMENT	ADVANCED TO COUNTIES TO BE DEDUCTED	BALANCE PAYABLE TO COUNTY
Baker	\$ 32,105.93	\$ 16,052.96	-	\$ 16,052.96
Benton	22,812.81	11,406.40	-	11,406.40
Clackamas	71,162.12	35,581.06	-	35,581.06
Clatsop	37,722.55	18,861.27	-	18,861.27
Columbia	25,359.41	12,679.70	-	12,679.70
Coos	37,714.72	18,857.36	-	18,857.36
Crook	7,801.21	3,900.60	-	3,900.60
Curry	5,909.67	2,954.83	-	2,954.83
Deschutes	17,575.44	8,787.72	\$ 636.03	8,151.69
Douglas	44,525.49	22,262.74	15.58	22,247.16
Gilliam	13,223.50	6,611.75	-	6,611.75
Grant	10,161.32	5,080.66	-	5,080.66
Harney	11,827.18	5,913.59	3,520.32	2,393.27
Hood River	14,076.02	7,038.01	-	7,038.01
Jackson	42,301.72	21,150.86	-	21,150.86
Jefferson	7,396.89	3,698.44	-	3,698.44
Josephine	11,087.50	5,543.75	-	5,543.75
Klamath	42,069.79	21,034.89	-	21,034.89
Lake	14,014.91	7,007.45	1,156.61	5,850.84
Lane	73,000.35	36,500.17	-	36,500.17
Lincoln	12,134.34	6,067.17	-	6,067.17
Linn	46,344.94	23,172.47	-	23,172.47
Malheur	17,420.29	8,710.14	-	8,710.14
Marion	68,999.46	34,499.73	-	34,499.73
Morrow	15,252.95	7,626.47	-	7,626.47
Multnomah	112,441.65	56,220.82	-	56,220.82
Polk	26,494.01	13,247.00	-	13,247.00
Sherman	13,768.86	6,884.43	-	6,884.43
Tillamook	30,990.12	15,495.06	-	15,495.06
Umatilla	65,149.01	32,574.50	-	32,574.50
Union	27,858.99	13,929.49	-	13,929.49
Wallowa	15,404.95	7,702.47	-	7,702.47
Wasco	26,616.25	13,308.12	-	13,308.12
Washington	49,925.84	24,962.92	-	24,962.92
Wheeler	6,335.94	3,167.97	1,400.93	1,767.04
Yamhill	32,958.45	16,479.22	-	16,479.22
	\$1,109,944.58	\$554,972.19	\$6,729.47	\$548,242.72

The motion was duly seconded and carried.

The Engineer recommended that the construction of the embankment approaches to the Willamette River bridge at Springfield be deferred until spring due to the lateness of the season and the possibility of washout of unprotected fresh fills. This would give further opportunity to study flood conditions in West Springfield in the event of high water this winter. The Engineer recommended that the certified check of the low bidder, A. C. Mathews, whose bid was submitted at the September 25, 1928 meeting, be

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returned unless he desired to have his bid held pending further action by the Commission. This action approved by the Commission.

Judge R. L. Benge of Morrow County appeared before the Highway Commission and requested an answer on a petition dated July 5, 1928, addressed to the Oregon State Highway Commission, in which they requested the removal of the following market roads from the Market Road System of Morrow County:

Morgan East No. 7
Morgan West No. 10
Stingle Canyon No. 11
Willow Creek No. 12
McNabb West No. 13
Keck Canyon No. 16
Fuller Canyon No. 17
Upper Rhea Creek No. 19

After discussing the matter with Judge Benge, it was agreed that these roads would be removed from the Market Road System of Morrow County:

Morgan East No. 7
Morgan West No. 10
Stingle Canyon No. 11
Willow Creek No. 12
McNabb West No. 13
Keck Canyon No. 16
Fuller Canyon No. 17
Upper Rhea Creek No. 19

Letters were received from John F. Daly, Boyd M. Hamilton, W. B. Crane, Dr. George N. Pease, Dean Vincent and Dr. T. Rex Baldwin, all residents of Portland, urging that the Commission give consideration to a new highway between Portland and the beaches via Vernonia and Saddle Mountain. Ordered filed for future consideration.

A petition was received from residents of Klamath County in the vicinity of Merrill requesting resurfacing of The Dalles-California Highway between Merrill and the California State Line. The Engineer reported that there were other sections of state highways in Klamath County which needed resurfacing more and were carrying heavier travel than the Merrill unit. Petition ordered filed.

A petition was received from E. G. Brandel of Sherwood and others requesting a foot bridge at Onion Flat (Mile Post 14.6), West Side Pacific Highway. The Engineer reported that this structure would have to be either replaced by an embankment or renewed within a few years and would not recommend that a sidewalk be added to the present structure, having in mind also that there were other places where sidewalks were more necessary on account of greater pedestrian traffic.

R. C. von Lehe and H. D. Moreland of Philomath State Bank asked the Commission to reimburse them for losses incurred because of an assignment which they took from Stephens & Bolderston, contractors who defaulted on their contract to build a bridge over the Alsea River on the Alsea Highway. Request declined.

The Chairman announced the award of a contract to Higdon Bros., the low bidder for the bridge across Agency Creek on the McMinnville-Tillamook Highway at \$8,757.50.

W. H. Lynch, District Engineer of the U. S. Bureau of Public Roads, filed a copy of the regulations applying to the operation of the Oddie-Colton bill, accompanied by a letter having especial reference to the conditions to be met to obtain Government funds on the Umpqua Highway project east of Elkton.

The Equipment Engineer presented a tabulation of bids received by the State Board of Control for pneumatic casings, tubes and solid rubber tires. He recommended that contracts be made with the following, all of whom had guaranteed prices for one year:

Casings and Tubes

CTC Tire & Rubber Co., Portland (CTC)
Lee Tire & Rubber Co., Portland (Lee)
Munell & Sherrill, Portland (McClaren)
Zosel's Tire Shop, Salem (Seiberling)

Solid Rubber Tires

Lee Tire & Rubber Co., Portland (Lee)

Motorcycle Tires

Firestone Tire & Rubber Co., Portland (Firestone)

Guy F. Atkinson, accompanied by Geo. H. Atkinson, Howard P. Arnest and G. B. Herington, presented a written statement of claims against the state in connection with his contract No. 965, grading Rockaway-Garibaldi Section, and explained some of the items in detail. The Chairman stated that the members of the Commission would read over the statement of claims submitted and make him an answer.

The Secretary reported that a gift of 50 acres of land for a park site had been received from R. A. Booth, President of the Oregon Land and Live Stock Co. This property is described as in Section 9, T. 39 S. R. 18 E. W. M., on the Klamath Falls-Lakeview Highway about 12 miles west of Lakeview. There is some fine pine timber on the tract, the land near the highway is level and well grassed, and there is a spring on the property. On motion by Commissioner Sawyer which was carried, the Commission voted to accept this park site in behalf of the State and the Secretary was instructed to convey to Mr. Booth the thanks and appreciation of the members of the Commission.

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A request was received from L. E. Shelley of Condon for concession privileges at Shelton Park on the John Day Highway in Wheeler County. The Engineer was instructed to make a report on the necessity or desirability of such a concession at this park.

A request was received from the County Court of Klamath County for approval of a market road from Bonanza North to a junction with the Klamath Falls-Lakeview Highway, 7.9 miles in length, designated as No. 14 of Klamath County's Market Road system. The Market Road Engineer recommended approval of this project as an addition to the county system. On motion which was carried, the recommendation was approved.

A letter was received from A. C. Marsters of Roseburg, submitting a proposed form of petition for the formation of a highway improvement district to be known as the North Umpqua-Diamond Lake Improvement District for the approval of the Commission. In the body of the petition is included the description of the proposed boundaries. Also on a county map submitted the boundaries proposed were indicated. The Secretary was instructed to advise Mr. Marsters that it was the policy of the Commission to hold hearings before passing on the boundaries and therefore the Commission would arrange to hold a hearing in Roseburg in the near future. Commissioner Sawyer suggested that the Committee suggest several satisfactory dates from which the Commission could make a selection.

A request was received from the Roadmaster of Wasco County that the state share equally with the county in the cost of fighting fires originating on the right of way of the Columbia River Highway, probably started by tourists. The Commission stated that they would be willing to pay part of the cost of fighting such fires as occurred near the state park property.

Mr. Hal F. Wiggins appeared before the Commission and offered his services in making an audit of the Commission's freight bills on a basis of a fee of fifty per cent of the amount recovered. He also offered to work on a retainer fee basis to make a study of freight rates on commodities such as gravel, sand, crushed rock, road oil and asphalt. The Commission felt that since this matter of an audit of freight bills had first been brought to their attention by A. J. Parrington that the work should be turned over to him. Accordingly the Attorney was instructed to prepare a contract with A. J. Parrington covering the audit of one year's freight bills, the third year back; that is, 1926.

The Commission voted to authorize the Chairman to select and employ an auditor to make an audit of the State Highway Fund and the Engineer's Revolving Payroll Fund.

The Engineer submitted several designs for various types of mail box supports requested by the Tumalo Grange. Copies ordered forwarded to the Grange.

Commissioner Sawyer asked that a curb be constructed around the Barlow Monument on the Mt. Hood Highway. Ordered.

The Engineer reported that Federal Aid could not be secured on the proposed new bridge structure across Trask River in Tillamook County on the present alignment and with timber piers. The Chairman stated that he would interview Mr. Lynch, District Engineer, U. S. Bureau of Public Roads, further in regard to this matter.

The Commission authorized the preparation of plans and specifications for the construction of an embankment and bridge at Haynes Slough on the Roosevelt Highway replacing the present bridge structure. The Engineer was authorized to make application in behalf of the Commission to the War Department for a permit for this construction.

The following requests for extensions of time were received:

A. S. Wallace, contract No. 1018, furnishing maintenance materials on the Moro-Kent Section of the Sherman Highway, requested an extension of time to October 9, 1928. The Engineer recommended that the extension be granted without penalty. Recommendation approved by Commission.

W. C. Elliott, contract No. 1017, grading Bly-Forest Boundary Section of the Klamath Falls-Lakeview Highway, requested an extension of time to October 20, 1928. The Engineer recommended that the request for extension be granted subject to a penalty in the form of engineering charges subsequent to September 1, 1928. Recommendation approved by Commission.

John Slotte, contract No. 1029, widening Canemah-New Era Section of the Pacific Highway in Clackamas County, requested an extension of time to December 31, 1928. The Engineer reported that the quantities on this project have been increased due to changes to accommodate the railroad and therefore recommended that an extension of time to November 30, 1928 be granted without penalty. Recommendation approved by Commission.

F. J. Kernan, contract No. 985, surfacing Reedsport-Lakeside Section, Roosevelt Coast Highway in Douglas and Coos Counties, requested an extension of time to November 30, 1928. The Engineer recommended that the extension requested be granted without penalty inasmuch as this contractor had taken a contract for the unit within the city limits of Reedsport on which it was desired that he place the base course before completing the original contract. Recommendation approved by Commission.

The date for the next meeting was set for November 20, 1928. Also the date of December 19, 1928 was set for the December meeting.

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

W. A. Klein
State Highway Engineer and
Secretary

H. B. Vanduzee
Chairman
E. E. Gates
Commissioner
Robert W. Sanger
Commissioner

Portland, Oregon, November 13, 1928.

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

H. B. Van Duzer, Chairman
C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

The Chairman opened the meeting with this statement: "This meeting was called primarily to order the placing under contract of several projects in various parts of the state which had been delayed during the last season due to the fact that finances were threatened. Now that the uncertainty has been removed by the favorable vote against the license fee reduction bill, the Commission are ready to proceed."

On motion of Commissioner Gates, the following projects were ordered advertised:

Harper-Burrelle Ranch Section of the Central Oregon Highway, 15.6 miles grading;
Lazinka Ranch-Albee Section of the Pendleton-John Day Highway, 11.7 miles surfacing;
Dairy-Lorenz Mill Section of the Klamath Falls-Lakeview Highway, 8.4 miles grading.

Mr. George O. Knowles of Cottage Grove, Chairman of the Good Roads Committee of the Lane County Chamber of Commerce, reported that Lane County had passed a four mill special tax which would give the county \$100,000 for the McKenzie and \$100,000 for the Willamette Valley-Florence Highway to be used in cooperation with state and federal funds. The Chairman asked, "On which road would Lane County like to have the work started first?" Mr. Knowles stated that his personal preference would be for the Florence road but that he thought the county generally would like to see work started on both together. Commissioner Sawyer asked if the county would make its funds available at once. Mr. Knowles said he would find out about that and advise the Commission.

A large delegation was present from Burns and Harney County led by Wm. Hanley. Included in the party were Judge Williams and Commissioner Buchanan of the Harney County Court, C. B. McConnell, Ivan E. Oakes, N. B. Higgs, Chas. Silbaugh and John Loggan. Mr. Hanley asked for the immediate completion of the surveys between Juntura and Harper and the immediate placing of large construction contracts on the Central Oregon Highway both east and west of Burns. The Chairman replied that the survey had been made west 12 miles from Harper to the Railroad Tunnel which would provide for another unit when funds are available. Also that the Commission was committed to a policy of constructing another unit of the desert type between Bend and Burns. Asked where they would prefer the next unit, Mr. Hanley expressed his views that it should be on the Bend end.

Judge James and Commissioners Dunn and Kent of Lincoln County, with H. W. Morris of Waldport, asked for another unit of the Roosevelt Coast Highway in their county. The Chairman stated, "At the present time there is a forest project under construction from Yaquina Bay to Seal Rocks. It is the Commission's plan to ask the Forest Service and Bureau of Public Roads to place the Seal Rocks-Alsea Bay grading unit on the 1929 forest program. Further, it is the Commission's plan to place the Waldport-Yachats Unit; 8.7 miles in length, under contract for grading in the near future."

C. H. Miller of Redmond, Albert King of Mitchell and H. T. Smith of Prineville asked for further work on the Ochoco Highway. On motion which was carried, bids on the next unit extending east from Keyes Creek Summit to Laughlin Ranch, 8.0 miles in length, were authorized for the next meeting.

Ed Hadley, J. C. Fitzpatrick and O. A. Effenberger of Tillamook presented a petition against the abandonment of the present Hunt Bridge site across Trask River south of Tillamook and urged that the new bridge be constructed on that site.

On the Rainrock-Florence Project, the Engineer was instructed to request the Government engineers to complete the maps as soon as possible and when these are available proceed to negotiate the agreement with the railroad covering the encroachment on the railroad right of way.

On motion which was carried, the Engineer was instructed to advertise for bids on the grading of the Rock Creek Unit of the Columbia River Highway in Clatsop County, 1.0 mile in length.

Judge Beltz and Commissioners Owens and Reed of Tillamook County asked that the Commission reconsider their previous action in ordering the reconstruction of the Hunt Bridge across Trask River on its present site, and construct it on the Tome Bridge site immediately south of Tillamook and on the location which would fit in with the proposed new alignment on the south side of the river. Judge Beltz stated that it was his view that with the new line on the south side of the river, the Hunt Bridge would not be needed and the county would pledge itself to build a new road from the Hunt Bridge site to the upper bridge (Johnson Bridge) on the north side of the river to serve the local people. The Chairman stated that the matter would be taken under consideration.

The Commission voted to change the name of the Willamette Valley-Florence Highway to Siuslaw Highway.

Relative to the claims submitted by John W. Sweeney on contract No. 835, Unit No. 3 Burnt Hill-Chetco River Section, on motion of Commissioner Sawyer which was carried, all of the claims were rejected.

On motion which was carried, the date of December 19, 1928 was set as the date for the meeting with the representatives of the Forest Service and the Bureau of Public Roads to determine the 1929 forest road program.

On motion which was carried, the date for the hearing on the boundaries of the North Umpqua-Diamond Lake Highway Improvement District was set for December 11, 1928 at 2 o'clock P. M. in the Court House at Roseburg.

The Engineer asked for instructions in regard to the maintenance of the Buchanan-Drewsey Unit of the Central Oregon Highway, 3 miles of which is on the state highway system and the balance on the county market road system but used as a state highway route temporarily until the state highway is constructed. It was decided by the Commission to maintain only the three miles on the state highway system, and if possible to make arrangements with Harney County to handle this along with their county market road maintenance adjacent, costs on the state unit to be paid by the state.

The Commission decided to invite the Washington Highway Committee to meet with them in Vancouver at 2 o'clock P. M. on November 19 to make final arrangements for taking over the Vancouver Interstate Bridge. If they cannot do that, the Oregon Commission will meet them at Olympia on the 20th. If the Vancouver meeting is arranged on the 19th, the Oregon Commission will go down into Tillamook County the next day, November 20th, with Division Engineer Clarke, the Attorney and the State Highway Engineer and look over the Rockaway-Garibaldi contract on which Guy F. Atkinson has filed claims. If the Vancouver meeting is not held, the Commission will make the Tillamook trip the 19th.

In view of these arrangements, it was decided to recall the bids for the Trask River Bridge and postpone the November 20th meeting until December 19th.

The Engineer recommended that bids be taken on 12 motorized graders, 24 light trucks and 6 light cars. Approved by Commission.

James L. Conley, representing the Southern Surety Company who underwrote the Moon Bros. bid bond, asked the Commission to accept a lesser amount as a compromise. He stated that he had talked with Judge Barnard of Lane County who said that he was not adverse to a compromise settlement. The Commission reaffirmed its previous position that the bond should be paid to its face value.

The Commission considered additions to the Federal Aid system permitted under the terms of the Oddie-Colton Bill, but did not reach a definite agreement. The highways discussed were the Central Oregon, the Corvallis-Newport, the Salmon River, the Siuslaw, the Mt. Hood-Wapinitia and the Klamath Falls-Lakeview Highway.

The Commission authorized the following projects and instructed the Engineer to receive bids as soon as plans and specifications are prepared:

Dalles-California Highway Junction-West Forest Boundary Section,
Fremont Highway, 12.1 miles grading;
Morrow County Line-Umatilla Section of the Columbia River
Highway, 3.5 miles grade widening and gravel surfacing;

Bridges -

Alsea Highway
Lint Slough (Waldport)
Ashland-Klamath Falls Highway
Klamath River (Keno)
Central Oregon Highway
Malheur River
Columbia River Highway
Ferris Creek
Beaver Creek (2)
Gnat Creek
McKenzie Highway
Gate Creek
McKenzie River
McMinnville-Tillamook Highway
Yamhill River (Mercier)
Alder Creek
Cedar Creek
Louie Creek
Baxter Creek
Mt. Hood Highway
Zigzag River
Salmon River
Ochoco Highway
Ochoco Creek
Old Oregon Trail
Powder River
Alder Creek
Pacific Highway
Canyon Creek
Roosevelt Coast Highway
Skipanon Creek
North Fork Nehalem River
Jack Horner Creek
Wilson River
Trask River
Bergsvik Creek
Haynes Slough
Larson Slough
Crooked Creek
Four Mile Creek
Budd Creek
Cunningham Creek
Siuslaw Highway
Indian Creek
Umpqua Highway
Elk Creek (3)

West Side Pacific Highway
Tualatin River
Cedar Creek

The Commission instructed the Engineer to prepare plans and specifications for reconstructing the bridge over Skipanon Creek on the Roosevelt Highway in Clatsop County and file in behalf of the Commission an application with the War Department for a permit covering the construction of the same.

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

Roy A. Klein
State Highway Engineer and
Secretary

H. B. Brandt
Chairman
C. E. Gates
Commissioner
Robert W. Sawyer
Commissioner

MINUTES OF THE JOINT MEETING OF THE STATE HIGHWAY COMMISSIONS
OF OREGON AND WASHINGTON
November 20, 1928.

A joint meeting of the State Highway Commissions of Oregon and Washington was held in the office of the State Highway Committee of Washington at Olympia, Washington at 1:30 P. M., November 20, 1928. Those present were: Mr. C. E. Gates and Judge Robert W. Sawyer of the State Highway Commission of Oregon, J. M. Devers, Attorney, and Roy A. Klein, State Highway Engineer of Oregon; C. W. Clausen, Governor Hartley, W. G. Potts, State Highway Committee of Washington, Samuel J. Humes, State Highway Engineer and E. P. Donnelly, Assistant Attorney General of Washington. Mr. Clausen was appointed chairman of the joint meeting.

STATE ROAD NO. 1 - INTERSTATE BRIDGE AT VANCOUVER - JOINT SESSION

Mr. Klein, State Highway Engineer of Oregon, in behalf of the sub-committee appointed by the joint Highway Commissions of the States of Oregon and Washington, presented the following report of the sub-committee covering recommendations as to the tentative provisions of the agreement between the two states for the maintenance and operation of the bridge.

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"November 14, 1928.

State Highway Commission
State of Oregon
Salem, Oregon.

State Highway Committee
State of Washington
Olympia, Washington.

Gentlemen:

Pursuant to resolution adopted at the joint meeting of the State Highway Commission of Oregon and the State Highway Committee of the State of Washington, on June 12, 1928 at Olympia, Washington, the Committee, composed of the State Highway Engineers of the states of Oregon and Washington, Mr. J. M. Devers, Attorney for the State Highway Commission of Oregon, and Mr. E. P. Donnelly, Assistant Attorney General of the State of Washington, has conferred and herewith submits the following report and recommendations for the taking over of the Interstate Bridge at Vancouver, Washington, by the states of Oregon and Washington.

It is recommended that from and after the first day of January, 1929 the Interstate Bridge at Vancouver be operated by the State Highway Commission of the State of Oregon and the State Highway Committee of the State of Washington jointly, without the imposition and collection of tolls from pedestrians, horse drawn vehicles, or privately owned motor vehicles and other motor vehicles not hereinafter specifically provided for under the plan hereinafter set forth.

TOLLS AND FRANCHISE FEES TO BE CHARGED

Tolls, according to schedule hereinafter set out, shall be charged to certified public carriers of passengers and freight authorized by the Public Service Commission of the State of Oregon and the Department of Public Works of the State of Washington, who operate between fixed termini, including street and interurban railways; also franchise fees or rentals for the use of said bridge or any part thereof by any public utility or public service corporation including power, light, telephone and telegraph wires and cables.

These tolls shall be paid each month to the person designated to receive them for the states of Oregon and Washington in the full amount due so as to eliminate the necessity of toll collectors at the bridge.

GENERAL PLAN OF OPERATION

(a) That the State Highway Engineers of the states of Oregon and Washington be delegated by the joint commissions to manage the operation and maintenance of the bridge, and to recommend to their principals such additions and betterments to the structure as may be found desirable.

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(b) That a general superintendent be appointed by the State Highway Engineers of Oregon and Washington to have complete charge over and full responsibility for the operation and maintenance of the bridge, who will employ the necessary operators, half of whom will be obtained from each of the states of Oregon and Washington, as nearly as possible.

(c) That an auditor be employed by the two State Highway Engineers to receive, collect, audit and divide the revenues derived from the operation of the bridge. The auditor may be selected either from the regular employees of one of the states or he may be a public accountant selected for this purpose. This work is not of sufficient magnitude to require an accountant's entire time, and it is estimated that such service could be obtained for approximately \$100 per month. The collections by the auditor shall be divided monthly between the two states in their respective proportions.

(d) That the cost of operation and maintenance be paid in the first instance from the Oregon State Highway Fund, in the same form and manner that other disbursements are made from said fund, upon vouchers approved by the State Highway Engineers of the two states or their designated assistants. The State Highway Fund of Oregon shall, in turn, be reimbursed by the state of Washington for the advances made in its behalf on the presentation of proper vouchers.

COST OF OPERATION

In accordance with the plan of operation outlined above, from the statistics of the Columbia River Interstate Bridge Commission and from studies of the present condition of the bridge, it is estimated that the annual cost of operation and maintenance of the bridge is as follows:

Fuel, water, light and power	\$ 1,800.00
Accident Insurance	400.00
Operating supplies	900.00
Payroll of superintendent, operators and auditor	20,940.00
Repairs and upkeep	15,000.00
Betterments	2,000.00
Miscellaneous expense	600.00
	<u>\$41,640.00</u>
Plus 10%	4,164.00
Total	<u>\$45,804.00</u>

REVENUE

The plan of operation outlined above contemplates the elimination of all toll collectors on the bridge. The following is a statement of the estimated annual revenue to be derived from street cars, certified public carriers, and from franchises under the existing schedule of tolls now in force for such operators, based on 1927 figures:

Common Carriers

46,616 Street Cars at 25¢	\$11,654.00
23,762 Stages at 25¢	5,940.50
19,342* Trucks at 50¢	9,672.00
3,588* Trailers at 15¢	<u>538.20</u>
	\$27,804.70

Passengers

680,209 Passengers in street cars at 3¢	\$23,807.36
227,960 " " stages at 3¢	<u>7,978.96</u>
	31,786.32

Franchises

P.E.P. Co. Power Cable	\$ 900.00
Pacific Tel. and Tel. Co. Cable	<u>420.00</u>
	1,320.00
	<u>\$60,910.02</u>

*Based on count for month of September, 1928.

It is recommended that the policy of the joint commissions with reference to the collection of tolls be to fix the schedule of tolls so as to derive a sufficient amount of revenue to cover the cost of operation and maintenance of the bridge as above outlined, over a period of years.

If any reduction of revenue be considered desirable by the joint commissions, it is recommended that the toll on street car and stage passengers be reduced rather than the tolls on street cars and motor vehicles.

EXTENT OF PARTICIPATION

The Committee has been unable to agree upon a recommendation as to the division of the revenues derived from the operation of the bridge, and upon a division of the cost of the operation and maintenance of same.

The Committee has also been unable to agree upon a recommendation as to the extent of the property to be taken over, managed and operated as a bridge unit.

It is recommended by the State Highway Engineer of the State of Oregon and Mr. J. M. Devers, Attorney, that the bridge be considered to include that portion from the north end of the bridge and approaches at Vancouver to the south end of the bridge across Oregon Slough, including the paved road across Hayden Island, and that the cost of operating and maintaining this unit, and the revenue to be derived from the operation of this unit be divided equally between the states of Oregon and Washington.

It is recommended by the State Highway Engineer of the State of Washington and E. P. Donnelly, Assistant Attorney General, that the bridge be construed

to mean that structure extending from the north shore of Hayden Island to the north bank of the Columbia River at Vancouver, including the north end approach of the bridge, and

That the revenue and the cost of operation and maintenance of this unit be divided equally between the states of Oregon and Washington.

Respectfully submitted,

(S) Roy A. Klein,
State Highway Engineer of
Oregon

(S) J. M. Devers
Attorney for State Highway
Commission

FOR STATE OF OREGON

(S) Samuel J. Humes,
State Highway Engineer

(S) E. P. Donnelly
Assistant Attorney General

FOR STATE OF WASHINGTON"

After considerable discussion by both the representatives of the States of Oregon and Washington as to what would constitute the bridge unit to be taken over as a joint bridge by the two states,

It was moved by Mr. Potts, seconded by Judge Sawyer and unanimously carried that the joint commissions ratify the portion of the report of the sub-committee as to provisions which were mutually agreed upon by the sub-committee, and that the two states agree to consider the bridge unit as extending from the north shore of Hayden Island to the north bank of the Columbia River at Vancouver, including the north end approach of said bridge, and that the revenue and cost of operation and maintenance of this unit be divided equally between the States of Oregon and Washington.

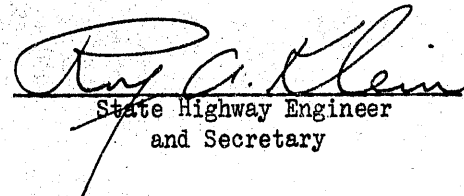
Mr. A. Beard, representing the Portland-Seattle Auto Freight and the Pioneer Auto Freight Associations operating between Portland and Vancouver, appeared before the Committee and objected to the imposition of tolls upon public certified carriers, operating between fixed termini, while other operators not operating under certificates of convenience and necessity were not charged tolls.

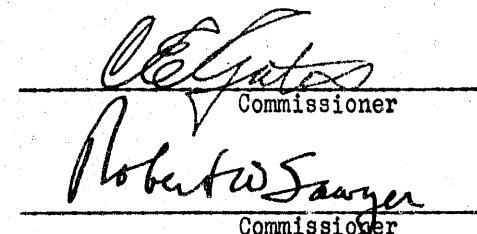
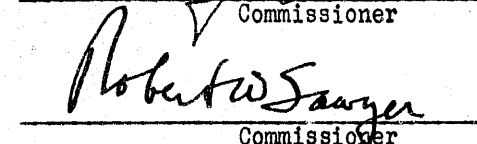
It was moved by Mr. Potts, seconded by Judge Sawyer and unanimously carried that the sub-committee prepare the form of agreement embodying the provisions adopted by the joint commissions at this meeting, and the proper and necessary instructions for the operation and maintenance of the bridge,

for final signature of the joint commissions.

It was moved by Mr. Gates, seconded by Mr. Potts, that the sub-committee be and is hereby authorized to file with the War Department a statement of the tolls to be charged in accordance with the plan adopted by the joint commissions.

ADJOURNMENT: There being no further business to come before the Committee the meeting was adjourned.


State Highway Engineer
and Secretary


Commissioner

Commissioner

Portland, Oregon, November 21, 1928.

The Commission met in Room 209 Imperial Hotel at 11 A. M. Present were:

H. B. Van Duzer, Chairman
C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

The Commission considered further additions to the Oregon Federal Aid System under the provisions of the Oddie-Colton Bill, S. 1341, which permits an increase in the mileage of the Federal Aid System over the seven per cent limit by the length of the Federal Aid System within National Forests, Indian or other Federal Reservations. A selection of the following highways for addition to the Federal Aid System was made by the Commission and the Secretary was instructed to submit the same to the Secretary of Agriculture through the Bureau of Public Roads for approval:

Central Oregon Highway from a junction with The Dalles-California Highway in the city of Bend to Burns, county seat of Harney County. Total length 132.69 miles; city mileage deduction 1.19; net mileage	131.50
Corvallis-Newport Highway, from a junction with the Roosevelt Highway at Newport to a junction with the West Side Pacific Highway at Corvallis; total length 57.67; city mileage deduction 1.02; net mileage	56.65
Mt. Hood-Wapinitia Highway from the city of Portland to a junction with The Dalles-California Highway near Maupin via Sandy and Government Camp; total length 99.95; city mileage deduction 5.90; national forest mileage deduction 38.12; net mileage	55.93

Salmon River Highway from a junction with the Roosevelt Highway near Otis to a junction with the McMinville-Tillamook Highway at Valley Junction; total length 22.2 miles; net mileage 22.20

Siuslaw Highway from a junction with the Roosevelt Highway near Florence to a junction with the West Side Pacific Highway near Junction City; total length 67.03; national forest mileage deduction 17.60; net mileage 49.43

On motion which was carried, the Commission instructed the Secretary to request the Secretary of Agriculture through the Bureau of Public Roads that the Umpqua Highway (connecting the Roosevelt Highway at Reedsport with the Pacific Highway at Drain) previously approved as a part of the Federal Aid Seven Per Cent System, be designated as a primary highway.

The Commission authorized a project for grade widening from Klamath Falls easterly to Lakeview junction, a distance of 3.7 miles.

On motion by Commissioner Gates, which was carried, the load limit order affecting certain bridges, dated September 25, 1928, was modified as follows, these structures having been reinforced and repaired:

Pacific Highway

1-233.69 Canyon Creek Bridge 10 tons

McMinville-Tillamook Highway

32-18.75 Small Creek near Willamina 8 tons
32-37.7 Louie Creek Bridge 8 tons
32-37.9 Louie Creek Bridge 8 tons
32-38.3 Baxter Creek Bridge 8 tons
32-38.4 Louie Creek Bridge 8 tons

Roosevelt Coast Highway

9-310.7 Four Mile Creek Bridge 8 tons

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

Roy A. Klein
State Highway Engineer
and Secretary

H. B. Van Duzer
Chairman
C. E. Gates
Commissioner
Robert W. Sawyer
Commissioner

Roseburg, Oregon, December 11, 1928.

The meeting was called to order at 2 o'clock P. M. in the Court House at Roseburg to consider the boundaries of the proposed North Umpqua-Diamond Lake Highway Improvement District. Present were:

H. B. Van Duzer, Chairman
C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

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 "North Umpqua-Diamond Lake Highway Improvement District." The land which it is proposed by said petition to include within said district is described as follows, to-wit:

Beginning at the Northwest corner of Section 28, Township 25 South, Range 5 West of Willamette Meridian, Douglas County, Oregon. Thence east 4 miles; north 1 mile, east 4 miles; north 11 miles; east 2 miles to the Lane County line. Thence along said line as follows: South 1/2 mile; east 18 miles to Willamette Meridian; thence south along said Meridian approximately 7 1/2 miles to the southeast corner of Section 36, Township 24 South, Range 1 West; thence east for approximately 30 1/2 miles following the Lane-Douglas County line; thence following the eastern boundary of Douglas County in a southerly direction to a point on said line due east of the southeast corner of Section 13, Township 28 South, Range 1 West, thence west for approximately 34 miles to said southeast corner of Section 13, Township 28 South, Range 1 West; thence continuing west for 6 miles to southwest corner of Section 18, Township 28 South, Range 1 West. Thence southwesterly for approximately two miles to the southeast corner of Section 15, Township 28 South, Range 2 West, and thence west along the regular section lines for 22 miles to the northwest corner of Section 19, Township 28 South, Range 5 West; thence south for 6 miles to the southeast corner of Section 13, Township 29 South, Range 6 West; thence west for 6 miles to northwest corner of Section 19, Township 29 South, Range 6 West; thence south 3 miles to southeast corner of Section 36, Township 29 South, Range 7 West, thence west 12 miles to southwest corner of Section 31, Township 29 South, Range 8 West; thence south 6 miles to southeast corner of Section 36, Township 30 South, Range 9 West; thence west 6 miles to the Coos County line to an intersecting point at the southwest corner of Section 31, Township 30 South, Range 9 West; thence along said Coos County line as follows: North 6 miles; east 3 miles; north 6 miles; east 3 miles;

north 12 miles; west 3 miles; north 12 miles, west 3 miles; north 4 miles, to the northwest corner of Section 18, Township 24 South, Range 9 West; thence east 6 miles; north 4 miles; east 6 miles; north 1 mile; east 1 mile and thence north to the center of the Umpqua River; thence following the center of said river upstream to a point due east of the quarter section corner of Sections 7 and 8, Township 23 South, Range 6 West; thence east to said quarter section corner; thence north $1\frac{1}{2}$ miles; east 3 miles; north 2 miles; east 4 miles; south 4 miles; and then east to the east line of the Oregon and California Railroad right-of-way. Thence southerly along the east line of said railroad right-of-way to a point where said right-of-way line intersects the north line of Section 29, Township 25 South, Range 5 West of Willamette Meridian; thence east to point of beginning; all in Douglas County, Oregon.

You are further notified that Tuesday, the 11th day of December, 1928, at the hour of 2:00 o'clock P. M. of said day at the County Court House, Roseburg, Douglas 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 objection or protests in writing.

Dated this 13th day of November, 1928.

OREGON STATE HIGHWAY COMMISSION,

By H. B. VAN DUZER, Chairman
C. E. GATES, Commissioner
ROBERT W. SAWYER, Commissioner

Attest:

ROY A. KLEIN, Secretary.

Dexter Rice opened the meeting for the proponents outlining the boundaries and indicating as the purpose of the formation of the district the building of a road up the North Umpqua River to make a connection through to Diamond Lake and thence to Crater Lake.

Senator B. L. Eddy stated that it was the intention of the officers of the Umpqua Highway Association to form a district for the purpose of raising funds to be used in securing state and federal co-operation in building the road.

A. C. Marsters spoke of the advantage to Douglas County of the completion of a scenic highway to Diamond Lake and the tourist money which it would bring into the county.

C. L. Chenowith of Oakland offered in opposition to the formation of the district, remonstrance petitions from 27 of the 41 districts included in the proposed boundaries, which he stated had a valuation in excess of \$10,000,000 out of a total of \$17,000,000. The districts which submitted the remonstrance petitions were largely west of the Pacific Highway and north of Roseburg; in the Calapooia Creek drainage; in the Dillard section and along the Coos Bay Highway west of Camas Valley.

A. C. Shaw, representing the Douglas County Tax Association and in particular timber owners included in the area west of the Pacific Highway, objected to the inclusion of these lands in the boundaries of the district, stating that the improvement contemplated was of no benefit to the owners.

Mr. A. C. Shaw in the course of his argument against the formation of the district, called on Mr. J. B. Rehar, Highway Engineer for the U. S. Bureau of Public Roads, who made a reconnaissance of the route for a statement of the estimated cost of a completed road. Mr. Rehar stated that a standard roadway of 16 foot traveled width from Rock Creek to the Crater Lake Park boundary would cost three million four hundred thousand dollars.

Ben C. Dey said that the proposed boundaries included 45 miles of the Southern Pacific Company main line having a large valuation, and that for fifteen miles north of Sutherlin the boundary of the proposed district was on the east right of way line of the Southern Pacific, thus including their property, but not other property owners to the east. He stated that the Southern Pacific Company would receive no benefit from a road up the North Umpqua to Diamond Lake.

Lawrence K. Harris appeared in behalf of the 27 road districts included in the proposed district who were opposed to the project. He stated that these road districts were not scattered throughout the district but rather formed a compact group with well defined boundaries and that the petitions were liberally signed and represented in most cases from 90 to 100 per cent of the registered voters of the district.

C. S. Chapman of the Weyerhaeuser Timber Co. protested against the inclusion of Townships 24 and 25 in Ranges 1, 2 and 3 west.

E. F. Strong stated that he owned land within the proposed district east of Oakland but lived in Oakland which was not included; therefore he could not vote on the formation of the district.

R. Clark of Oakland wanted to know who decided upon the boundaries in the first instance. There was no reply from the proponents.

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Elmer B. Larsen of Sutherlin stated that the road would only be a short season road.

R. L. Irving of Wilbur asked who laid out the boundaries.

A. G. Clark of Glendale, although not a resident of the district, objected to the boundaries.

A. Kobbe of South River stated that the facts were well understood by the local residents who signed the remonstrance petitions in the various road districts. He stated that the farmers are opposed to the district and that it is favored only by residents of Roseburg.

H. B. Hastings of Wilbur, _____ Boyer of Road District No. 61 and A. H. Haden of Myrtle Creek voiced opposition to the boundaries of the District.

T. B. Garrison of Oakland made objection and suggested that the project be rejected and the various sections of the county get together on an equitable basis and adopt a plan agreeable to all.

Jesse Humphreys of Wilbur, for residents of the community, objected to the formation of a road district which he stated will add 10 mills to their present property tax.

Fred Byron of Dillard stated that the proposed road would not do his community any good.

Senator Eddy summed up the arguments for the proponents and replied at length to several in the audience who interrupted him.

Dexter Rice stated that the boundaries had been hurriedly drawn and that no doubt some modifications were necessary in fairness to the property affected. He stated that he did not think that the lands in the Calapooia Creek watershed should be included nor the area west of Yoncalla in the Elk Creek Drainage. Also, the east boundary which included the Southern Pacific right of way between Sutherlin and Yoncalla should be revised and the railroad property eliminated.

Written objections were received from the following and ordered filed:

Weyerhaeuser Timber Company
Douglas County Tax Association
Pillsbury Lumber Company
Southern Pacific Company
Coos Bay Lumber Company

After giving all an opportunity to speak who wished to do so, the Chairman stated that the matter would be taken under advisement and declared the meeting adjourned at 4:30 P. M.

Roy A. Klein
State Highway Engineer and
Secretary

H. B. Van Duzer
Chairman

C. E. Gates
Commissioner

Robert W. Sawyer
Commissioner

MINUTES OF THE JOINT MEETING OF THE STATE HIGHWAY COMMISSIONS
OF OREGON AND WASHINGTON

Vancouver, Washington
December 17, 1928.

The meeting was called to order by Chairman Van Duzer at 1:30 P. M. in the County Commissioners' Room in the Clark County Court House. Representing the State of Washington were C. W. Clausen, Chairman of the State Highway Committee, W. G. Potts, member of the State Highway Commission, Samuel J. Humes, State Highway Engineer, H. G. Porak, Construction Engineer, Walter Schwarz, District Engineer, and E. P. Donnelly, Assistant Attorney General. Representing the State of Oregon were H. B. Van Duzer, Chairman of the State Highway Commission, C. E. Gates and Robert W. Sawyer, members of the State Highway Commission, Roy A. Klein, State Highway Engineer, and J. M. Devers, Attorney for the Commission.

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

Mr. Donnelly stated that an injunction suit had been filed seeking to prevent the State of Washington from taking over Clark County's interest in the bridge, and for that reason it would be understood that any action taken would be contingent upon the successful dismissal of the injunction proceedings. Chairman Van Duzer stated that it would be so understood by all.

The Chairman called for a report from the subcommittee. Mr. Klein replied that the subcommittee had met on December 3d to discuss the subject of tolls on common carriers operating over the bridge. However, since this appeared to be a matter of policy on which the subcommittee had no authority to act, it was thought desirable to report back to the Commissions of the two states with the suggestion that another joint meeting be called.

Chairman Van Duzer stated the question before the two Commissions was whether or not the common carriers should be charged tolls. Mr. Clausen

stated that the Washington Commission were in favor of making the bridge free except that a franchise fee should be charged against the street cars which operated over the bridge and a charge should also be made for cable permits. After some discussion, on motion by Mr. Clausen, seconded by Mr. Sawyer and carried unanimously, it was agreed that all tolls should be eliminated, except that street cars should be charged a franchise fee equal to the present toll on cars, but there should be no charge against the passengers. Likewise, the telephone and power cables should be charged the same franchise fees as at present.

On motion by Mr. Potts which was seconded and carried, the Assistant Attorney General of Washington and the Attorney for the State Highway Commission of Oregon were instructed to prepare an agreement covering the joint operation of the bridge by the two states.

Mr. Sawyer stated that under the previous plan, the expense of operation and maintenance was provided by tolls and asked how the funds would be provided under the present plan. It was agreed that each state should make an appropriation to cover its one-half.

On motion by Mr. Potts which was carried, it was agreed that the State Highway Commission of Oregon should pay the costs of maintenance and operation in the first instance and bill the State Highway Commission of Washington for its respective one-half share.

Mr. Crawford, representing the Columbia Gorge Motor Coach System, offered the services of their attorneys to assist in this injunction case. Mr. Donnelly replied that he would be glad of such assistance.

Chairman Van Duzer stated that it would be understood that the attorneys would keep their respective Commissions fully advised.

There being no further business, on motion of Mr. Potts which was carried, the meeting was adjourned.

Roy A. Klein
State Highway Engineer
and Secretary

H. B. Van Duzer
Chairman

C. E. Gates
Commissioner

Robert W. Sawyer
Commissioner

DEC 17 1928

Portland, Oregon, December 18, 1928.

The Commission met in Room 209 Imperial Hotel at 11:00 A. M.
Present were:

H. B. Van Duzer, Chairman
C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Wm. von der Hellen, contractor on contract No. 380, surfacing Trail-Agate Section of the Crater Lake Highway, through his attorney presented a written claim for reimbursement for additional expenditures incurred as the result of litigation since the completion of the contract which he held was an obligation of the State because of certain conditions. Although the matter was considered at some length, the Commission did not come to a definite decision on the matter.

There was a discussion as to the advisability of taking over the Upper Columbia River Highway in Multnomah County, but a decision was deferred pending a conference with the Board of County Commissioners of Multnomah County.

Relative to the petition for the proposed North Umpqua-Diamond Lake Highway Improvement District, Commissioner Sawyer offered and moved the adoption of the following resolution:

WHEREAS, the Commission now has before it for approval or disapproval as to the form, content and boundaries therein defined, a petition for the formation and creation of the proposed North Umpqua-Diamond Lake Highway Improvement District in Douglas County, Oregon, under the provisions of Chapter 399, Laws of 1921, and

WHEREAS, pursuant to notice duly given, a public hearing was held at Roseburg, Oregon on the 11th day of December, 1928, during which meeting all persons appearing for or against the approval of the boundaries of said proposed district as disclosed in said petition, were given an opportunity to be heard, and

WHEREAS, toward the conclusion of said hearing and before adjournment, the persons who submitted for approval said form of petition, suggested and offered material changes and modifications in the said proposed petition, and

WHEREAS, the Commission having now fully considered the said petition as to form, content and boundaries therein defined, and now being fully advised with respect to said matters,

THEREFORE, BE IT RESOLVED that the Commission does hereby disapprove of the said boundaries and of the form and content of said petition in so far as said form and content is affected by said boundaries.

DEC 18 1928

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BE IT FURTHER RESOLVED, that in the judgment of the Commission the changes and amended boundaries as proposed at said hearing by the proponents of said petition are so material, and the proposed modifications so extensive as to propose an entirely new district and one not within the scope of the petition under consideration and, therefore, preclude their incorporation in the petition on file.

The motion was duly seconded and carried.

A request in the form of a resolution dated November 27, 1928 was received from the County Court of Lane County that the following extensions be made to their market road system:

No. 15, Crow-Vaughn Market Road extending from Vaughn to Noti, completing a loop.

No. 13, the Noti Market Road, extending from Siuslaw down the Siuslaw River to Swisshome.

No. 22, extending via Timbered Ridge and Siuslaw River to Austa, connecting with Market Road No. 13.

No. 45, extending from Herman to Reed, forest and county cooperative project.

No. 47, North Fork Market Road extending from Minerva to connect with Siuslaw Highway near Rainrock.

The following addition to the market road system was requested:

No. 51, connecting with Market Road No. 40 at a point two miles east of Eugene, southerly via Chase Gardens and easterly to Springfield.

The following removal from the market road system was requested:

No. 46, from Rainrock via the Siuslaw River and Mapleton to the North Fork bridge, since this is a part of the state highway system and other funds are provided for its construction.

The Market Road Engineer recommended the above extensions, the addition of No. 51 and the removal of No. 46 as being desirable and necessary to extend the market road program in Lane County. After consideration, on motion which was carried, the Commission voted to approve the request of the Lane County Court.

A request in the form of a resolution was received from the County Court of Coos County that the following additions to their market road system be approved:

No. 24, Gravelford-Fox Bridge, connecting Market Roads No. 1 and No. 2 on the north bank of the North Fork of the Coquille River.

No. 25, Lundgren Road from the Roosevelt Highway north of Hauser, northeasterly to a connection with Market Road No. 14 near Shutters Landing on Ten Mile Lake.

The Market Road Engineer recommended the above additions to the market road system of Coos County, as being desirable and necessary. After consideration, on motion which was carried, the Commission voted to approve the request of the Coos County Court.

An application for a franchise to build a telephone line on the Salmon River Road between Valley Junction and Otis was received from John Boyer. The application was referred to the Salmon River Highway Improvement District.

The Commission discussed matters pertaining to the biennial report to the Governor and instructed the Secretary as to what subjects should be covered.

Commissioner Sawyer asked that all resident engineers assigned to maintenance work be commissioned as traffic officers. Approved by the Commission.

The Engineer presented a tentative oiling program for 1929 with estimates of cost. Matter taken under consideration.

Pursuant to previous instructions, the Engineer reported on distances to nearest filling stations and food and lodging accommodations in each direction from Shelton Park on the John Day Highway. After considering further the application of L. E. Shelley of Condon for concession privileges at Shelton Park, it was decided to lay the matter on the table.

The Engineer reported that there was some timber land along the Columbia River Highway between Hood River and Mosier in private ownership in addition to the Indian land previously acquired which would be desirable for the state to own to preserve the timber. The area desired is about 23.7 acres and, at the price at which the Indian land was acquired, would cost about \$625.00. On motion which was carried, purchase at this price was authorized.

A request was received from the Douglas County Agricultural Society that the area within the wye at the junction of the Coos Bay and Pacific Highways be landscaped and planted. The request was referred to the Parks Advisory Committee.

A report was received from George W. Soranson, Secretary of the Chamber of Commerce at Port Orford, advising that fifty landowners, a large percentage of the total number holding property along the Roosevelt Coast Highway between the north Curry County line and the California State line,

had signed up pledges agreeing not to permit commercial signs or billboards on their property. The Commission voted to express their appreciation of this action.

The Commission met with a sub-committee of the Property Tax Relief Commission, consisting of L. Barnum, A. R. Shumway, C. C. Chapman, E. E. Brodie and others, who wished to discuss the proposal to eliminate the one-mill state tax for market roads and substitute a one-cent gasoline tax. Chairman Van Duzer advised them that he considered this unwise as the Governor's motor vehicle license fee reduction plan contemplated an increase of one cent in the gasoline taxes, and he did not think it advisable to raise the gasoline tax higher than one cent now in view of the gasoline tax rates in adjoining states.

The Commission then adjourned to meet the next day.

Portland, Oregon, December 19, 1928.

The Commission met in Room 404 Multnomah County Court House at 10 A. M. with all members present and participating.

Bids were opened and read on the following projects:

CENTRAL OREGON HIGHWAY
HARPER-BURRELLE RANCH SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
W. H. Puckett Co.	\$102,225.50	\$103,118.00
J. A. Terteling & Sons	104,885.50	102,820.50
Ryberg, McHugh & Cowley	106,272.00	105,640.10
H. C. Boyer	108,455.00	108,455.00
H. E. Cornell	109,570.00	108,714.00
Bauers & Bauers	113,495.00	112,715.00
H. G. Johnson	133,983.00	131,490.50
Wm. Hoops	139,310.00	137,655.00

PENDLETON-JOHN DAY HIGHWAY
LAZINKA RANCH-ALBEE SECTION - SURFACING

Willamette Contracting Co.	\$65,276.00
Knute Lien	66,348.00
A. Milne & F. J. Dussault	66,635.00
L. F. Ireton	66,844.00
Joslin & McAllister	67,848.00
Doggett & Cooper	69,754.00
March Construction Co.	72,548.50
Fred G. Redmon	76,171.00
A. L. Smith	77,957.60
H. G. Johnson	78,101.00
R. E. Harness	78,834.00
Joplin & Eldon	78,954.00
Newport Construction Co.	79,801.50

Cont'd

Lazinka Ranch-Albee Section - cont'd

J. W. & J. R. Hillstrom	\$81,891.00
F. R. Hewett	82,665.00
Bauers & Bauers	83,064.00
H. E. Schmeer	86,504.00
Wm. Hoops	104,947.50

COLUMBIA RIVER HIGHWAY
MORROW COUNTY LINE-UMATILLA SECTION - REGRADING AND SURFACING

George Abraham	\$27,930.00
Cochran Construction Co.	30,060.50
John Slotte & Co.	40,933.00
H. E. Schmeer	41,224.50
H. G. Johnson	44,914.50
Joslin & McAllister	45,858.20

OCHOCHO HIGHWAY
KEYES CREEK SUMMIT-FORT CREEK SECTION - GRADING

Earl L. McNutt	\$43,621.00
Glen D. Wolfe	51,907.00
Crick & Kuney	52,871.00
F. L. Brown	56,740.50
George Abraham	59,281.00

COLUMBIA RIVER HIGHWAY
ROCK CREEK-BIG NOISE CREEK SECTION - GRADING

George Abraham	\$22,410.00
Meyers & Co.	24,460.00
Brookfield Quarry & Towage Co.	24,751.00
H. G. Johnson	26,000.00
Joplin & Eldon	27,274.00
Slate Construction Co.	28,945.00
Myers & Goulter	29,065.00
John Slotte & Co.	29,455.00
J. A. Lyons	31,855.00
Astoria Crushed Rock Co.	33,132.00
Cochran Construction Co.	34,000.00
Edlefsen-Weygandt Co.	34,407.00
United Contracting Co.	34,480.00
Jacobsen-Jensen Co.	39,630.00

ROOSEVELT COAST HIGHWAY
LAKESIDE UNDERCROSSING SECTION - GRADING

Tom N. Hull	\$3,756.00
D. P. Plymale	3,932.00
Wm. Wilkens	4,307.50

Cont'd

Lakeside Undercrossing Section - cont'd

J. W. & J. R. Hillstrom	\$4,520.00
Umpqua Dredging & Construction Co.	5,072.50
Pacific Livery & Transfer Co.	5,900.00

FREMONT HIGHWAY

LAPINE-WEST FOREST BOUNDARY SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Wm. Endicott	\$45,215.00	\$45,147.50
Earl L. McNutt	47,125.00	47,185.00
Newport Construction Co.	49,551.00	50,472.00
Dunn & Baker	49,867.50	49,867.50
Johnson Bros. Company	51,083.00	50,717.50
G. C. Johnson	53,930.00	53,267.50
F. L. Brown	54,822.50	54,822.50
Elliott & Geoghegan	57,630.00	57,117.60
Vicory & Bunnell	59,257.50	58,975.00
Oscar Svensson Co.	59,782.50	59,837.50
Glen D. Wolfe	61,075.00	61,370.00

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

	Concrete Pipe	Corr. Iron Pipe
Johnson Bros. Company	\$52,726.00	\$51,036.00
Earl L. McNutt	58,961.00	58,260.00
Vicory & Bunnell	61,315.00	59,387.90
A. Doveri & Co.	66,347.50	65,947.40
Dunn & Baker	67,557.50	67,469.00
Porter Construction Co.	73,747.60	73,587.00

ROOSEVELT COAST HIGHWAY
TRASK RIVER BRIDGE

Alternate "A"

J. J. Badraun	\$27,167.00
Northwest Contract Co.	27,285.00
Henry Makela & Son	29,512.00
Gilpin Construction Co.	30,492.00
Clackamas Construction Co.	32,410.00
C. A. Catching	33,581.00
O. N. Pierce & Co.	33,707.50
O. M. Olds	33,905.00
C. W. Rigdon	37,215.00

Cont'd

Trask River Bridge - cont'd

Alternate "B"

Gilpin Construction Co.	\$20,704.00
J. J. Badraun	21,498.10
Northwest Contract Co.	21,540.00
Henry Makela & Son	21,953.20
G. A. Catching	22,011.00
O. N. Pierce & Co.	22,330.00
Clackamas Construction Co.	22,625.00
O. M. Olds	22,630.00
C. W. Rigdon	27,410.00

McMINNVILLE-TILLAMOOK HIGHWAY
SOUTH YAMHILL RIVER BRIDGE (MERCIER)

J. F. Johnston	\$9,127.00
C. W. Rigdon	9,297.50
Northwest Contract Co.	9,425.00
Clackamas Construction Co.	9,450.50
Frazier & Pugh	9,496.70

Judge Noe and Commissioner Fairman of Malheur County with George Aiken of Ontario asked the State to take over the maintenance of the Snake River bridge at Nyssa which is now maintained by Malheur County. The Commission asked the engineer for a report on the condition of this structure.

George Aiken asked for another unit of the Central Oregon Highway west of Harper this year. The Chairman replied that the Commission is not prepared at this time to say what projects can be undertaken.

Commissioners Conklin and Loughridge of Josephine County asked for a new bridge over the Rogue River at Grants Pass. No action taken on the request.

At the afternoon session it had been agreed that hearings would be given to delegations who wished to make requests for forest projects. P. H. Dater was present representing the Forest Service and J. A. Elliott and H. D. Farmer represented the Bureau of Public Roads.

R. S. Hamilton of Bend, representing the County Court of Deschutes County, asked for the construction of a section of the Santiam Highway beginning at the Deschutes-Jefferson County Line and extending westward to the summit. This unit, he stated, would make accessible the Eight Lakes Basin. Request taken under advisement.

A large delegation representing the Oregon Beaches-Roosevelt Highway Association was present. Fred Assenheimer of Gardiner served as Chairman of the delegation and introduced the representatives from the several sections. Senator Charles Hall, in behalf of the Association, urged the Commission to sell bonds of such an amount as to reach the

constitutional limit for once (not including reissuance of bonds matured and paid off) and place the Roosevelt Highway under contract in 1929 and the remaining funds from the sale of bonds to be used on other roads in the state under construction but uncompleted. Mr. Hall also advocated construction of a bridge across Rogue River on the Roosevelt Highway.

Fred Assenheimer asked for more work on the Roosevelt Highway north of Gardiner. He stated that there was some balance left in the district funds from the 1928 project which would be available for further cooperation. Mr. Assenheimer asked for an adjustment on the previous work done through Gardiner which was constructed on a fifty-fifty basis. If the one-third county and district and two-thirds state cooperative basis was used as on the later projects, it would give them a further credit. Commissioner Clough stated that Douglas County would agree to pledge the unused part of its cooperation on the 1928 project for further cooperative work north of Gardiner. Judge Quine stated that this was all that Douglas County could do this year on the Roosevelt Highway.

James Ford of Gardiner asked for work on the Roosevelt Highway south of Glenada. He stated that the County Court had some funds which were available for the construction of the first two miles south of Glenada, this route being common for this distance with the county market road from Canary, Maple Creek and Fiddle Creek. Commissioner Hurd of Lane County stated that the county could raise \$15,000 or \$20,000 and possibly more for cooperation from Glenada south. Commissioner Sawyer asked Commissioner Hurd, "If there was money enough for only one project, do you think it should go on the Siuslaw Highway or on this road?" Commissioner Hurd replied, "I think it should go on the Siuslaw. That is the road we have been pushing. That is the road we want first." Commissioner Hurd stated that Lane County had \$10,000 of bond money voted for the section north of Florence which could not be used anywhere else. Hans Peterson of Florence, representing the Siuslaw Chamber of Commerce, stated that all of Lane County on the Coast and the northern part of Douglas County were bottled up and he stated, in response to an inquiry from Chairman Van Duzer, that the construction of the Roosevelt Highway between Glenada and Gardiner should take priority over the Siuslaw project, "Because," he said, "it will get us out sooner."

Leo R. Merrick, representing the Astoria Chamber of Commerce and Clatsop County Chamber of Commerce, stated that they were in sympathy with Senator Hall's views that the Roosevelt Highway should be finished, but that they were in accord with the Commission's present program. He suggested that at this time only \$2,000,000 in bonds be issued or a sufficient sum to complete the grading and then perhaps a later issue to complete the surfacing.

Judge Barnard of Lane County came into the room later and was asked regarding cooperation on the Roosevelt Highway. He said, "We think that Lane County should not be asked to contribute any great amount on the Roosevelt Highway. We feel that it is the duty of the State Highway Commission to either sell bonds or provide in some other way for the completion of the Roosevelt Highway without any further contribution from Lane County."

We will contribute what we can, though."

Ralf Starr, County Commissioner-elect from Curry County, asked for a bridge across the Rogue River to replace the present ferry.

J. H. Ralston of Albany was present in the interest of the Santiam Highway with a group representing Crook, Deschutes, Jefferson, Linn and Benton Counties. Judge Payne of Linn County stated that Linn County offered to cooperate in extending the road on a 25% cooperative basis and that they had \$70,000 to put into the cooperative fund in 1929. Judge King of Jefferson County stated that his county was willing to cooperate on a 25% basis but did not see the necessity for completing this section until the part in Linn County was well advanced. Judge Moses of Benton County advocated the Santiam project as giving Benton County and the Newport section the most direct route to Central Oregon.

Judge Biggs and Commissioner Foster of Crook County asked for the completion of the Bear Creek Road extending south to connect with the Central Oregon Highway.

Judge Siegmund and Commissioner Smith of Marion County asked for a survey of the North Santiam project from Detroit to a connection with the Santiam Highway north of Fish Lake and its designation as a forest highway. Commissioner Sawyer asked if they had discussed with the Forest Service the possibility of making it a forest highway. County Commissioner Smith stated that they had interviewed both Mr. Granger and Mr. Purcell but had not received special encouragement. Commissioner Smith stated further that the county would cooperate on the survey.

C. M. Warren, Chairman of the Board of Trustees of the Salmon River Highway Improvement District was present, accompanied by other members of the Board, F. C. Robison, Ira Withrow, George Hodges, R. H. Hunt and their attorney, Eugene Marsh. Mr. Warren stated that the District had made arrangements with the County Court of Lincoln County to secure the right of way for the Otis-Rose Lodge Section of the Salmon River Highway on which the Bureau of Public Roads proposed to let a clearing and grubbing contract. Mr. Marsh said that if it was desired to secure the balance of the right of way east of Rose Lodge they were prepared to go ahead and secure it also. Mr. Warren stated that the District had an understanding with the Polk County Court as to the new right of way required between Valley Junction and Grande Ronde and when the Commission desired to construct this unit arrangements could readily be made with Polk County to secure the right of way through county procedure, costs to be paid by the district. Mr. Warren urged that consideration be given to the need of surfacing the graded units of the forest project when the 1930 forest highway program was considered.

Commissioners Snider and Fisher of Lake County stated that they had a credit of \$65,000 with the Commission and wanted some construction on the Fremont Highway this year. They would prefer that the unit between Silver Lake Valley and the East Forest Boundary be undertaken first

rather than the Picture Rock Pass Section. Reference was made to the section at Pine Creek between Lakeview and the California state line about 6 miles in length. Commissioner Snider stated that part of this right of way had been secured but probably it would be necessary to condemn some of it. The Court believed they could pay for the grading themselves and afterward ask for credit on the usual cooperative basis. Commissioner Snider asked that the Commission advertise the project and award the contract. This arrangement was acceptable to the Commission.

Judge Williams of Harney County asked for the surfacing of the Sage Hen Hill-Burns Section of the Central Oregon Highway on which Harney County had offered \$15,000 cooperation. Chairman Van Duzer stated that this project had been promised and the Commission had it in mind for the 1929 program. Judge Williams also asked for consideration of the unfinished portions of the Canyon City-Burns Highway in making up the forest highway program. Mr. G. N. Jameson, Mayor of Burns, asked that a relocation be made of the five mile section between Burns and the south end of the completed forest project at Poison Creek because the city of Burns was making plans for a city paving program. Mr. Jameson stated further that he considered that the Soda Mountain and Canyon Creek Sections of the Canyon City-Burns Road were more necessary than the improvement on the Burns end.

A. D. Leedy, representing Grant County, asked that the 5 mile unit south of Canyon City up Canyon Creek and the Soda Mountain Section be included in the new forest highway program. Commissioner Yokum of Grant County stated that they wished to join with Harney County in urging the completion of the Canyon City-Burns Road, with particular reference to the Canyon Creek and Soda Mountain sections.

Mr. Leedy next took up the matter of the alternate routes on the Pendleton-John Day Highway from the mouth of Little Beech Creek, the route down Beech Creek to Mt. Vernon desired by the residents of Mt. Vernon and the route up Little Beech Creek and over the summit into John Day desired by the residents of John Day. The Chairman replied that the Little Beech Creek-John Day route had been previously adopted by the Commission. Mr. Leedy presented a resolution of the majority of the County Court asking that a survey be made of the Beech Creek-Mt. Vernon route. Commissioner Yokum of Grant County spoke of the difference in soil conditions on the two routes in favor of the Beech Creek-Mt. Vernon route. J. Stocker of Prairie City presented a petition for a survey down Beech Creek to Mt. Vernon. He advocated this route because it was a water grade. Commissioner Sawyer asked if the Beech Creek road was on the market road system and if a market road survey had been made. Mr. Yokum replied that it was on the market road system and that a market road survey had been made, but he was uncertain whether or not the notes had been worked up. Mr. Leedy stated he understood the Beech Creek route was cheaper construction and advocated spending the difference in the northern part of the county.

Recing of Ritter, J. D. Hiatt of Fox Valley and C. R. Schmidt of John Day stated that they would be willing to follow the decision of the Commission in the selection of the route to be constructed. Commissioner

Yokum said that he wanted to bring out the facts and figures concerning the two routes and when the decision is made by the Commission it will be satisfactory to the County Court.

Commissioner Yokum of Grant County asked for a unit on the Pendleton-John Day Highway from the South Forest Boundary to the mouth of Little Beech Creek. Also they desired a survey from Long Creek north to the Umatilla County line as soon as possible. Further, Grant County would like to continue the market road construction into Hamilton as next year they have \$25,000 of market road money and possibly \$5,000 of other funds.

Judge Schanep and Commissioners Bean and Hales of Umatilla County asked for a resurvey of the Pendleton-John Day Highway between Ukiah and the North Fork of the John Day River. Judge Schanep said that in 1929 the county would retire the last of their outstanding bonds and they would like to plan to extend this highway from Ukiah to the Grant County line and would be willing to cooperate on a 1/3 basis and suggested that the balance be divided 1/3 state and 1/3 Government forest funds since the project is in the forest.

Judge Benge and Commissioner Bleakman of Morrow County spoke for the Heppner-Spray road and in particular of the 5½ mile unit from the mouth of Beech Creek to Hardman, which they considered the most important unfinished part of the highway.

Judge Burns of Gilliam County advocated an east and west road through the county, east to connect with Heppner, and west down Cottonwood Creek to a connection with the Sherman Highway. In response to a question from Commissioner Sawyer, Judge Burns stated that both of these roads were on the market road system. Chairman Van Duzer stated for the Commission that the state highway system was still far from completion and the Commission was not in a position to put any new roads on the map.

Wm. Hanley of Burns spoke in behalf of the Yellowstone Cut-Off connection from the Fremont Highway to the Central Oregon Highway. Judge Kelty explained that this road is promoted by an organization rather than the two counties, Harney and Lake, who had agreed to finance the survey. The Engineer reported that the survey had been completed and that cost estimates and maps would be available shortly and copies forwarded to the county courts and others interested. Mr. Hanley asked if they could expect to receive federal aid or forest funds on the Yellowstone Cut-Off project. J. A. Elliott replied, "It is not on the federal aid system, neither is it eligible for forest aid."

At five o'clock, an announcement of the awards of contracts was made.

Lazinka Ranch-Albee Section, Pendleton-John Day Highway, 11.7 miles of surfacing. Held for investigation of low bidder.

Bridge over Yamhill River on the McMinnville-Tillamook Highway west of Grande Ronde. The Chairman announced that the low bid of J. F.

Johnston was satisfactory but that since this is a federal aid project it would be necessary to hold the award for a short time until approval is received.

Bridge over Trask River, Roosevelt Coast Highway, Tillamook County. Awarded to the low bidder, Gilpin Construction Company, on Alternate "B", at \$20,704.00.

Lapine-West Forest Boundary Section, Fremont Highway, 12.3 miles of grading. Awarded to the low bidder, Wm. Endicott, at \$45,215.00, using concrete pipe.

Lakeside Undercrossing Section, Roosevelt Coast Highway, Coos County. Awarded to the low bidder, Tom N. Hull, at \$3,756.00.

Rock Creek-Big Noise Creek Section, Columbia River Highway, 0.8 miles of grading. Held to investigate the low bidder.

Dairy-Bly Mountain Section, Klamath Falls-Lakeview Highway, 8.5 miles of grading. Held to investigate the low bidder.

Harper-Burrelle Ranch Section, Central Oregon Highway, 15.5 miles of grading. Held to investigate the low bidder.

Morrow County Line-Umatilla Section, Columbia River Highway, 3.5 miles of regrading and surfacing. Held to investigate the low bidder.

Keyes Creek Summit-Fort Creek Section, Ochoco Highway, 8.0 miles of grading. Awarded to the low bidder, Earl L. McNutt, at \$43,621.00.

Judge Barnard and Commissioners Hurd and Anderson of Lane County were present. Judge Barnard stated that Lane County had available for co-operation \$100,000 on the McKenzie and \$100,000 on the Siuslaw project. He stated that the county was ready to cooperate on the bridges at Gate Creek and McKenzie Bridge on the McKenzie Highway and Indian Creek on the Siuslaw Highway on the previously agreed basis of cooperation. Also they stated they were ready to secure the right of way on the McKenzie Highway east of Springfield when the right of way descriptions were sent to them.

Judge Barnard stated that the County Court did not favor the location of the Siuslaw Highway between Cheshire and Junction City as surveyed by the Engineer, and rather than the direct diagonal line between these points preferred the east and west line to Harpole School corners and then due east to the Pacific Highway, crossing the two railroads at grade.

Judge-elect Hamilton and Commissioner Clough of Douglas County said that they would like to have the Tiller-Trail road considered in making up the forest road program.

H. S. Hale, County Agent of Coos County, and _____ Whitesel, a resident of the Haynes Slough district, stated that the property owners

on Haynes Slough were ready to go ahead on their drainage project and asked that written permission be given them by the Commission to install tide gates on the bridge structure after completion. On condition that the tide gates be installed and maintained by the property owners, this was agreeable to the Commission. Mr. Hale advised that it was their intention to endeavor to secure the necessary authority by a special act of Congress to close Haynes Slough.

A resolution was received from the Board of County Commissioners of Multnomah County, requesting that the state on January 1, 1929 take over the whole of the Columbia River Highway within Multnomah County outside of the city limits of Portland, including the Upper Columbia River Highway, Sandy Boulevard, Base Line Road and the St. Helens Road. Matter discussed but no decision reached.

W. H. Harlow, representing the Base Line Improvement Association, urged that if only one route into Portland was to be taken over as a state highway, that the Base Line Road be selected.

A conference was held with Amedee M. Smith, Chairman, and Grant Phegley, member of the Board of County Commissioners of Multnomah County, and Stanley Myers, District Attorney, concerning the transfer of Multnomah County's share of the Columbia River Interstate Bridge at Vancouver to the State of Oregon. The previous tentative agreement form was revised and amended to meet new conditions caused by an injunction suit against Clark County and the State of Washington. It was then executed by the State Highway Commission and the majority of the members of the Multnomah Board.

It was agreed that a meeting would be held with the representatives of the Bureau of Public Roads and the Forest Service on January 3, 1929 to consider and decide upon the Forest Highway Program for the government fiscal year 1930.

It was decided that the next regular meeting would be held on Tuesday, January 29, 1929, at 10 o'clock A. M.

On the recommendation of the Engineer, the Commission approved the purchase of 12 Russell motorized graders from the Western Road Machinery Co. at \$2,123.15 each. Also there was authorized the purchase of five additional motorized graders of various models and design from other manufacturers for demonstration purposes if acceptable prices for the single units can be secured.

The Commission approved the following projects and authorized the advertising of the same:

- Sage Hen Hill-Burns Section of the Central Oregon Highway, 18.6 miles, surfacing;
- Missouri Bend-Alsea Mountain Section of the Alsea Highway, 9.3 miles, resurfacing and maintenance materials;
- Low Pass-Greenleaf Creek Section of the Siuslaw Highway, 12.5 miles, resurfacing and maintenance materials;

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Seufert-John Day Section of the Columbia River Highway, 27.4 miles, resurfacing and maintenance materials;
 Hilgard-La Grande Section of Old Oregon Trail, 8.0 miles, resurfacing and maintenance materials;
 Baker-Durkee Section of Old Oregon Trail, 23.0 miles, resurfacing and maintenance materials;
 Endicott Creek-Rock Creek Section of the Coos Bay-Roseburg Highway, 14.0 miles resurfacing and maintenance materials.

On recommendation of the Engineer, the Commission authorized the purchase of a 300,000# capacity compression testing machine for the materials laboratory.

On recommendation of the Engineer, the Commission authorized the purchase of two new gas shovels of half-yard dipper capacity for use on maintenance operations with the understanding that the present Insley shovel would be traded in on the purchase of the new equipment.

On recommendation of the Engineer, the Commission authorized the purchase of six 2 ton trucks for maintenance purposes.

The following requests for extensions of time were received:

F. L. Brown, contract No. 1002, grading Mitchell-Keyes Creek Summit Section of the Ochoco Highway, requested an extension of time to January 1, 1929. The Engineer reported that when an extension was previously requested to October 1, 1928, he recommended that a penalty in the form of engineering costs be imposed after that date. This recommendation is made again with the provision that the penalty should cease when the regular contract work is completed and not apply during the period the contractor is getting out temporary surfacing materials which was later added to this contract. The Commission approved the recommendation of the Engineer and extended the time of completion of this contract to January 1, 1929 subject to the above penalty.

Washburn & Hall, who are completing contract No. 999, West Unit, Lowell-Goodman Creek Section of the Willamette Highway, grading, for the Aetna Casualty & Surety Co., asked for an extension of time to April 1, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

J. W. & J. R. Hillstrom, contract No. 1020, Dufur-Cow Canyon Section of The Dalles-California Highway, maintenance materials, requested an extension of time to December 31, 1928. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

On motion which was carried, the load limit order affecting certain bridges, dated September 25, 1928, was modified as follows, these structures having been reinforced and repaired:

McKenzie Highway

15-18.2 Trestle Span increased from 6 to 10 tons
 15-20.4 " " " " 6 " 10 "

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

Roy A. Klein
 State Highway Engineer
 and Secretary

H. B. Van Duzer
 Chairman

C. E. Gates
 Commissioner

Robert W. Sawyer
 Commissioner

Portland, Oregon, January 3, 1929.

The Commission met in Room 209 Imperial Hotel at 10:20 A. M.
 Present were:

H. B. Van Duzer, Chairman
 C. E. Gates, Commissioner
 Robert W. Sawyer, Commissioner
 Roy A. Klein, State Highway Engineer and Secretary

A conference was held with representatives of the Bureau of Public Roads and the Forest Service to determine the forest road program for the fiscal year 1930 (beginning July 1, 1929). Representing the Forest Service were C. M. Granger, District Forester, and P. H. Dater. Representing the Bureau of Public Roads were W. H. Lynch, District Engineer, J. A. Elliott and H. D. Farmer.

After some discussion, the following program was agreed upon:

	<u>Length</u>	<u>Total Cost</u>	<u>Government</u>	<u>State</u>	<u>County</u>
<u>State Highways -</u>					
Wapinitia Highway					
Summit-Pole Hill, surfacing	13.5	\$137,000	\$137,000	\$ 0	\$ 0
Santiam Highway					
Cascadia East, surfacing	2.8	3,000	3,000	0	0
Siuslaw Highway					
Florence-Rainier, railway encroachments, grading	8.6	300,000	100,000	100,000	100,000
Roosevelt Coast Highway					
Seal Rocks-Alsea Bay, grading	5.3	125,000	50,000	75,000	0

Cont'd