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	<u>Length</u>	<u>Total Cost</u>	<u>Government</u>	<u>State</u>	<u>County</u>
State Highways - cont'd					
Mt. Hood Highway					
Laurel Hill-Government Camp, grade widening	4.0	\$ 60,000	\$ 20,000	\$40,000	\$ 0
Oregon Caves Highway					
Caves Section, grade widening	11.7	40,000	10,000	30,000	0
Sub-total		\$665,000	\$320,000	\$245,000	\$100,000
Other Roads -					
Salmon River Highway					
Salmon River Section, surfacing	6.0	\$ 75,000	\$ 75,000	\$ 0	\$ 0
Canyon City-Burns Road					
Silvies Section, surfacing	8.0	25,000	25,000	0	0
Canyon Creek, grading	5.5	75,000	75,000	0	0
Heppner-Spray Road					
Haystack Section, surfacing	6.0	40,000	25,000	0	15,000
Weston-Elgin Road					
McDougal Camp-Tollgate, grading	5.6	60,000	60,000	0	0
Sub-total		\$275,000	\$260,000	\$ 0	\$ 15,000
Total		\$940,000	\$580,000	\$245,000	\$115,000

In addition to the above amount of Government funds, there is set aside a reserve of \$55,000 for maintenance on completed projects and \$15,000 for surveys.

It was agreed that the Siuslaw project was to be a two year project with a total set-up of \$600,000, one-half of which will be expended on the 1930 program and one-half on the 1931 program. Lane County will cooperate one-fourth. It was the understanding that the State will guarantee the 1931 funds in the event that federal funds are not appropriated. However, Government representatives present pledged Government funds out of the 1931 allotment for the Siuslaw project if they were available. This project is approximately 8.6 miles in length and covers only the part involved in the encroachments on the Southern Pacific Company right of way.

There not being sufficient forest funds to include the Lake County Line-East Forest Boundary Section of the Fremont Highway on the forest program, it was decided to handle the grading as a state project with federal aid.

It was understood that the Seal Rocks-Alsea Bay grading unit and the widening of the Caves Road would be undertaken as a part of the 1929 fiscal year program.

The Secretary reported that a fully executed deed conveying the County of Multnomah's share in the Columbia River Interstate Bridge at Vancouver, the Oregon Slough Bridge and approaches back to the junction of Denver and Union Avenues had been delivered to the Commission on December 31, 1928, and that on midnight of December 31, 1928, in accordance with the agreement with the State of Washington, the bridge had been made free except franchise fees for street cars, cables, etc., as agreed upon. Commissioner Gates thereupon moved the adoption of the following resolution:

RESOLVED that the State Highway Commission for and in behalf of the State of Oregon accept the deed from Multnomah County conveying to the State of Oregon Multnomah County's share and interest in and to the Interstate Bridge across the Columbia River between Vancouver, Washington and Portland, Oregon, and

BE IT FURTHER RESOLVED that the Secretary be instructed to cause said deed to be recorded in the deed records of Multnomah County.

The motion was duly seconded and carried.

On motion which was carried, the Commission confirmed the awards of contracts made by the Engineer since the previous meeting on bids received December 19, as follows:

Harper-Burrelle Ranch Section of the Central Oregon Highway, 15.5 miles of grading awarded to the low bidder, W. H. Puckett Co., at \$102,225.50, using concrete culvert pipe.

Dairy-Bly Mountain Section of the Klamath Falls-Lakeview Highway, 8.5 miles of grading, awarded to the low bidder, Johnson Brothers Company, at \$51,036.00, using corrugated iron pipe.

The Engineer reported on the low bidders on the following projects which he was instructed to investigate at the previous meeting:

Morrow County Line-Umatilla Section of the Columbia River Highway, 3.5 miles of regrading and surfacing. The Engineer recommended that the contract be awarded to George Abraham, the low bidder, at \$27,930.00. On motion which was carried, the Engineer's recommendation was approved.

Rock Creek-Big Noise Creek Section of the Columbia River Highway, Clatsop County, 0.8 miles of grading. The Engineer reported that he did not consider that George Abraham, the low bidder, had sufficient equipment and working capital to handle both this job and the Umatilla project at the same time. However, Mr. Abraham had made arrangements to assign this contract to N. Casciato, an experienced contractor who has sufficient equipment and finances to handle the job. This arrangement being satisfactory, on motion which was carried, the contract was awarded to N. Casciato on the bid of George Abraham at \$22,410.00.

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The Engineer presented for the consideration of the Commission several letters concerning the Willamette Contracting Company, who were the low bidders on the Lazinka Ranch-Albee Section of the Pendleton-John Day Highway. Attorney Dow Walker urged that the contract be awarded to this company, stating that the New York Indemnity Company were ready to write the bond and that ample arrangements had been made to finance the job. The Engineer reported that on the previous contract held by the principals of this company, the lack of adequate finances had been the most serious impediment to the job and if this condition had been bettered he would recommend the award of the contract. After consideration, on motion which was carried, this contract was awarded to the Willamette Contracting Company at \$65,276.00.

W. H. Lynch, District Engineer of the U. S. Bureau of Public Roads, asked the Commission for a decision in the Umatilla-Wallula Cut-off matter concerning which he had previously addressed a letter to the Commission. He stated that the State Highway Engineer of Washington would include in their construction budget the section in Washington between Wallula and the Oregon State Line provided Oregon would give assurance that the Oregon part would be constructed at the same time. He urged an early decision since the Washington legislature was meeting this year and if not included in the budget the project could not be considered for another two years. Commissioner Sawyer stated that he considered there were unfinished gaps on the system of more importance to the state than the Umatilla Cut-off. The Secretary was instructed to reply to Mr. Lynch's letter.

Commissioner Sawyer reported that he had conferred with Judge Schanep of Umatilla County in regard to securing timber lands on the Blue Mountain Summit Section of the Pendleton-John Day Highway about 5 miles in length. A survey which had been made showed that it would be desirable to secure about 560 acres to make a good screen on both sides of the highway. An offer had been received from Fred W. Falconer, one of the owners, to sell to the state 429.8 acres of this area at \$15.00 per acre, and he would, in addition, donate \$500 to the project. The Commission discussed this project at some length and it was decided to acquire the lands necessary for this timber reserve and park area provided Umatilla County would cooperate 50-50 in the purchase. This cooperation was requested in view of the large expenditures made by the Commission in the acquisition of the timber lands adjoining the Old Oregon Trail in the Blue Mountains.

In view of the fact that Lane County had furnished the right of way when the forest highway project was first constructed in the vicinity of McKenzie Bridge, the Commission voted to acquire the right of way for the new bridge crossing on the revised alignment without further cost to Lane County.

The Engineer reported that the surveys had been completed on the Springfield-Cogswell Hill Section of the McKenzie Highway. On motion which was carried, the location was adopted and the project authorized for construction on a 50-50 cooperative basis with Lane County after the

county has secured the right of way.

The Secretary reported that a condemnation suit to secure the Rudolph Leutwyler property at Port Orford resulted in a verdict for \$2,250.00. This property is a lot included in the area desired for park purposes between the Roosevelt Coast Highway and Battle Rock at Port Orford. Since this is in excess of the original estimates of cost, it was decided to abandon the project and drop negotiations with other owners and release the deeds held in escrow. The Secretary was instructed to so advise Mr. George Soranson, Secretary of the Chamber of Commerce at Port Orford.

The Commission authorized the reconstruction of the Bend-Horse Ridge Section of the Central Oregon Highway contingent upon approval by the Secretary of Agriculture of the Bend-Burns Section of the Central Oregon Highway as a part of the federal aid system.

The oiling program for 1929 was discussed but it was decided to defer action until after the legislative session had been concluded. However, it was decided to try one or two bituminous macadam jobs on a contract basis.

The Commission approved the purchase of the necessary land and the construction of a maintenance patrol station at Sisters. Approval was also given for the construction of maintenance patrol stations at the following locations where land had already been acquired: Paisley, Sandy, Corvallis and La Grande.

A request for extension of time to January 31, 1929 was received from John Hampshire on Contract No. 1024, Klamath Falls-Merrill-Olene Section, resurfacing and maintenance materials. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

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

H. B. Van Duzen
Chairman

R. A. Klein
State Highway Engineer
and Secretary

O. E. Gates
Commissioner

Robert W. Sawyer
Commissioner

Portland, Oregon, January 29, 1929.

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 the following projects:

OLD OREGON TRAIL

BAKER-PLEASANT VALLEY SECTION - RESURFACING AND MAINTENANCE MATERIAL

Joslin & McAllister	\$47,914.50
H. E. Schmeer	57,269.25
J. F. Konen	60,677.00
Knute Lien	62,214.50
H. G. Johnson	69,950.70
A. Milne & F. J. Dussault	70,382.50
R. E. Harness	71,811.00
L. F. Ireton	77,381.50
Newport Construction Co.	84,500.60

ALSEA HIGHWAY

MISSOURI BEND SECTION - MAINTENANCE MATERIALS

Mayers & Co.	\$11,256.00
Chas. H. Hoyt	11,926.00
Saxton & Looney	12,998.00
A. S. Wallace	13,400.00
S. Simonsen	13,936.00
Joplin & Eldon	15,410.00
Rust Bros.	19,028.00

COLUMBIA RIVER HIGHWAY

THE DALLES-JOHN DAY RIVER SECTION MAINTENANCE AND BETTERMENT MATERIALS

H. E. Schmeer	\$64,694.50
Doggett & Cooper	65,966.85
J. W. & J. R. Hillstrom	66,601.50
H. G. Johnson	69,477.00
J. F. Konen	71,261.25
Greenwood & Harder	72,437.15
S. Simonsen	72,940.90
Hart Construction Co.	74,371.25
Joslin & McAllister	76,416.75
Wren & Greenough	78,398.15
Fisher Bros.	81,608.82
Newport Construction Co.	109,549.50
A. Milne & F. J. Dussault	118,824.20

OLD OREGON TRAIL

HILGARD-LA GRANDE SECTION - RESURFACING AND MAINTENANCE MATERIAL

Clyde R. Seitz	\$20,507.00
J. W. & J. R. Hillstrom	22,975.00
J. F. Konen	23,277.00
H. E. Schmeer	23,425.00
Joslin & McAllister	23,737.40
H. G. Johnson	27,791.00
Newport Construction Co.	33,636.80

PACIFIC HIGHWAY

BRIDGE OVER CANYON CREEK (DEER PARK INN)

Rigdon Bros.	\$2,092.50
C. A. Catching	2,364.50
E. R. Metzger	2,393.00
O. M. Olds	2,794.00
J. A. Varner	2,869.00
Oscar Joelson	2,881.00

McKENZIE HIGHWAY

BRIDGE OVER GATE CREEK

Rigdon Bros.	\$17,012.50
O. N. Pierce & Co.	18,420.00
Northwest Contract Co.	19,580.00
Oscar Joelson	19,695.00
J. J. Badraun	20,060.00
Kuckenberg-Wittman Co.	22,560.00
A. Guthrie & Co. Inc.	23,400.00

McKENZIE HIGHWAY

BRIDGE OVER McKENZIE RIVER AT McKENZIE BRIDGE

Northwest Contract Co.	\$40,920.00
Rigdon Bros.	44,465.00
J. J. Badraun	45,208.00
Clackamas Construction Co.	45,275.00
O. N. Pierce & Co.	47,250.00
A. Guthrie & Co. Inc.	53,900.00
Kuckenberg-Wittman Co.	54,650.00

Porter J. Neff, attorney of Medford, presented a claim for Wm. von der Hellen, contractor on Contract No. 380, surfacing Trail-Agate Section of the Crater Lake Highway. No decision was made.

Judge Barnard, with Commissioners Hurd and Crowe of Lane County, stated that the County Court had already secured the right of way on a part of the Springfield-Cogswell Hill Unit and were negotiating for the balance. They asked that this unit be advertised for grading at the next meeting of the Commission. Approved and ordered by the Commission.

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Judge Barnard asked regarding the Siuslaw Highway, stating that county funds are ready when needed. Chairman Van Duzer reported that he had had a very satisfactory conference with the Southern Pacific officials in San Francisco and that he was sure adjustments of the location in the tight places could be made which would effect savings in construction costs.

Judge Barnard asked if the Commission would surface the graded units of the Willamette Highway from Lowell east this year. Chairman Van Duzer assured him that this was the plan of the Commission.

Judge Barnard urged that the approaches to the Springfield bridge be completed early so that the old bridge steel can be used elsewhere. He asked that the Engineer prepare plans and specifications for the removal of the old structure and its erection at the new site near Creswell. Also that the work be advertised by the Commission. Approved and ordered by the Commission.

Judge De Armond of Deschutes County asked for rebuilding The Dalles-California Highway north of Bend stating that the right of way had been secured. No encouragement was given by the Commission. Judge De Armond also asked regarding work on the Central Oregon Highway. The Chairman replied that the Commission intended to do some work on the Central Oregon Highway this year.

G. N. Jameson, Mayor of Burns, appeared in the interest of the location of the Central Oregon Highway through the city. He asked that it be made on Second Street which is the main business street. He stated that the City Council's view was that at the north end of Second Street a new location could be made in a northeasterly direction connecting with the previous location of the Canyon City-Burns project parallel to the railroad. Mayor Jameson stated that the city was planning to pave Second Street and asked for state cooperation. If that cannot be given they would like to have the state grade and surface the part of the road in the city north of the end of the pavement. The Engineer was instructed to look the situation over and report.

Judge Williams of Harney County stated that the bridge across the Middle Fork of the Malheur River at Drewsey was in a weakened condition and needed replacement. He asked if this crossing was near the new location of the Central Oregon Highway and if so whether or not this bridge could be constructed on a site to serve both the Central Oregon Highway and the Beulah road. Matter referred to the Engineer for report.

Archie McGowan introduced R. D. Lytle, Vice President of the Central Oregon Highway Association, who asked for a survey east of Harper. He was advised that this had already been promised by the Commission.

Milt Davis of Drewsey presented affidavits by S. S. Williams, J. I. Ruble, H. J. Clark and R. J. McKinnon, residents of Harney County for many years, relating from personal experiences travel conditions on the old road over Stinking Water Mountain during the winter season. Mr. Davis asked that the Drewsey-Juntura Section be the next work undertaken on the Central Oregon Highway.

R. J. Hubbard and W. A. Lovelace of Reedsport and Commissioner Clough of Douglas County were present in the interest of the Umpqua Highway. They reported that the Umpqua Highway Improvement District have on hand \$110,000 from the sale of bonds, \$10,000 in cash outside of their obligation to the state, also the county will cooperate on the project to the extent of \$20,000, making a total of \$140,000 available at the present time. The Chairman stated that the Bureau of Public Roads had rejected the application of the Commission to classify the Umpqua Highway as a primary highway on the Federal Aid System and consequently the Tunnel project could not be brought under the provisions of the Oddie-Colton Bill and the per mile limitation of Federal funds exceeded. There was, however, a possibility that subsequent legislation would make Federal cooperation available for the Tunnel project by the removal of the present per mile limitation. After a discussion as to the best method of securing the maximum Federal aid it was decided to set aside for the present a sufficient sum to build the Tunnel Section, including approaches, bridges and surfacing on the usual basis of local cooperation. With the balance available increased by Federal aid in the usual proportion, it was decided to grade and surface a project beginning at Drain and extending west as far as the funds would cover. The Engineer was instructed to prepare the project for advertising.

Commissioner Peetz and County Engineer Homer S. Wall of Sherman County asked for oiling on the southern end of the Sherman Highway.

O. W. Taylor of Portland and S. G. Reed of Manzanita Beach asked for a survey to determine the best route for a short road to the Beaches from Portland. The Chairman stated that the matter would be taken under advisement.

Ralf Starr, County Commissioner of Curry County, asked for oiling on the Roosevelt Highway and for widening and straightening between Port Orford and Myers Creek.

F. B. Tichenor of Port Orford asked the Commission to reconsider their previous action in rejecting the Battle Rock Park proposal at their last meeting because of the high award for damages in the condemnation of the Leutwyler property. Mr. Tichenor stated that Mr. Leutwyler would now sell his lot for \$2000 which he considered a fair price. The sum total cost of Blocks 9 and 10 and 28 and 29 was listed in detail showing a total cost of \$4500. The Commission were of the opinion that \$2000 was too high a price for the Leutwyler property. Commissioner Sawyer stated that Representative Knapp of Port Orford had requested the Commission to withhold final rejection of the project and give the local people an opportunity to see what could be done. Therefore the matter was held open for the time being.

Chairman Van Duzer was not present at the afternoon session, having been called to Salem by the Governor. Commissioner Gates presided as Vice Chairman.

Judge E. V. Littlefield, an attorney of Portland, presented a petition signed by several residents of Lakeview and New Pine Creek asking

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that the New Pine Creek Section of the Fremont Highway be constructed along the old road rather than cut through the fields as located by the Engineer. He asked that the Highway Commission hold a hearing in Lakeview so that the local residents would have an opportunity to be heard. A letter from Judge Kelty advised that the county had expended \$13,000 in purchasing new right of way and that all had been secured except through one-half mile and on that condemnation proceedings had been commenced. Later in the afternoon W. H. Lynch, District Engineer of the Bureau of Public Roads, was present who was asked if the project would be approved for Federal aid on the alinement of the old road. His answer was in the negative. Federal aid being necessary to construct the project and nearly all the right of way having been purchased by the county, the Commission voted to approve the location as made by the Engineer and authorized advertising of the project.

Judge Gillette of Josephine County asked that the one-half mile of roadway by the Fairgrounds graded by the county be taken over by the state as a part of the Redwood Highway and surfaced. The Chairman stated that the Commission would look this over on the ground later in the year.

Judge Gillette urged that instead of making repairs on the Rogue River bridge at Grants Pass that a new bridge be built. He stated that Josephine County would cooperate \$20,000 toward the cost of a new bridge. Matter taken under consideration.

J. W. Brewer, Secretary of the East Side Commercial Club, H. G. Starkweather, W. F. Buse, H. W. Fries, H. M. Seivert, D. G. Wilson, George L. Routledge, J. C. Talbot, C. A. Ambrose and H. L. Camp were present in the interest of an east side highway between Oregon City and Portland. Mr. Brewer urged that the designation of the route was necessary now so that the right of way could be secured before the country traversed was further developed. He pointed out that the proposed new route was much shorter and more direct than the present traveled route. Mr. Starkweather stated that there was more traffic on the east side than on the west side between Oregon City and Portland. Vice Chairman Gates stated that the Commission is not in position to give an answer today but will give it further consideration.

Andrew Kent, County Commissioner of Lincoln County, stated that the county bridge at Waldport over Lint Slough on the Alsea Highway route was in a bad state of repair and that the county would have to rebuild it this year unless the state constructed the embankment across the slough. He stated that the County Court estimated the cost of rebuilding the bridge at \$3500 which they would be willing to turn over to the state if the embankment was built. Vice Chairman Gates replied that after the legislative session was over the plans of the Commission would be more settled and this project would be considered then.

J. E. Smith, County Commissioner of Marion County, W. J. Culver, County Engineer, and C. E. Wilson, Manager Salem Chamber of Commerce, and Sam Chambers, Director of the Salem Chamber of Commerce, asked for the designation of the North Santiam route from Detroit to a junction with

the Santiam Highway north of Fish Lake as a state highway. Commissioner Sawyer replied that the Commission had adopted a policy of adding no new roads to the highway system until those now designated were completed but suggested that the delegation confer with District Forester Granger as to the designation of this project as a part of the forest highway system. Later in the afternoon Commissioner Smith returned and reported that the delegation had met with Mr. Granger who had stated that he would approve the inclusion of the North Santiam route as a part of the forest highway system if satisfactory to the Commission. Commissioner Sawyer stated that the matter would be considered further at the next meeting.

W. J. Lyons, representing the American Surety Company, asked the Commission to release a part of the final estimate due J. W. Sweeney, contract No. 835, so that some outstanding bills could be paid. The Commission agreed to turn over approximately \$3500 to the surety, holding \$2500 as retained percentage.

W. H. Lynch and T. M. Davis of the U. S. Bureau of Public Roads, were present to discuss federal aid matters.

Mr. Lynch stated that he would approve a grading unit west of Drain on the Umpqua Highway for federal aid.

There was a discussion as to the maintenance clause to be inserted in the Federal Aid Project agreement for the Scottsburg bridge since this is not on the state highway system. It was agreed that the State would guarantee the maintenance and require an agreement from the Umpqua Highway Improvement District.

The inclusion of the Weiser Spur as a part of the Federal Aid System requested by the Bureau was discussed. It was decided that before further action was taken the Bureau should secure from the State of Idaho a statement as to their views on the proportionate share of reconstruction costs which the State of Oregon would be expected to assume when the replacement of the Weiser bridge across the Snake River is undertaken.

The Umatilla-Wallula Cut-off was discussed with Mr. Lynch. In view of the uncertainty as to legislative action on several matters affecting the Commission's finances, it seemed advisable to postpone a definite statement on this project until after Legislature had adjourned.

At four o'clock the tabulation of bids was read and the following action was taken:

Bridge over Canyon Creek, Pacific Highway, Douglas County. On motion which was carried, the contract was awarded to Rigdon Bros., the low bidder, at \$2,092.50.

McKenzie River Bridge, McKenzie Highway, Lane County. Vice Chairman Gates announced that the low bid of the Northwest Contract Company was satisfactory but the award would be held pending until the right of way was obtained.

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Gate Creek Bridge, McKenzie Highway, Lane County. On motion which was carried, the contract was awarded to the low bidder, Rigdon Bros., at \$17,012.50.

Hilgard-La Grande Section of the Old Oregon Trail, Union County. Resurfacing and maintenance materials. On motion which was carried, the contract was awarded to Clyde R. Seitz, the low bidder, at \$20,507.00.

Baker-Pleasant Valley Section of the Old Oregon Trail, Baker County, resurfacing and maintenance materials. On motion which was carried, the contract was awarded to Joslin & McAllister, the low bidder, at \$47,914.50.

The Dalles-John Day River Section of the Columbia River Highway in Wasco and Sherman Counties, maintenance and betterment materials. On motion which was carried, the contract was awarded to H. E. Schmeer, the low bidder, at \$64,694.50.

Missouri Bend Section of the Alsea Highway, Benton County, maintenance materials. On motion which was carried, the contract was awarded to Meyers & Co., the low bidder, at \$11,256.00.

In response to an inquiry from Commissioner Sawyer as to plans for proceeding with the construction of the approaches to the Willamette River bridge at Springfield, the Engineer reported that the low bidder, A. C. Mathews, who made a bid of \$5,826.00 on September 25, 1928, would accept a contract at that figure and was ready to go ahead and complete the project when the award was approved by the Commission. The Engineer was authorized to prepare the contract and arrange for the work to begin as soon as danger from high water has passed.

The minutes of October 30, November 13, 20 and 21, December 11, 17, 18 and 19, 1928 and January 3, 1929 were approved.

A request was received from the Chamber of Commerce of Klamath Falls asking that pavement 30 feet wide be constructed between the east city limits and the Altamont Canal Bridge, 1.4 miles, instead of the 20 feet width contemplated in present plans. The Secretary was instructed to reply that if the county or city were interested sufficiently to cooperate to the extent of paying for the additional 10 feet width, the Commission would be pleased to include it in the contract.

An offer was received from property owners abutting on both sides of The Dalles-California Highway east of Klamath Falls between the Midland Road and Altamont Avenue to donate an additional 10 feet of right of way on each side of the roadway making a total right of way width of 80 feet, 3100 feet long, provided the state would construct a drain ditch and berm on each side of the road. This offer was accepted.

A claim of Donald Isham for personal injury in the maximum amount which the Commission is permitted to pay, \$200, was approved for payment. It was further agreed that the Commission would recommend to the Ways and

Means Committee that an additional payment of \$300 be authorized to be paid from the State Highway Fund, making a total of \$500. This claim arises out of an unavoidable collision with a state truck which was carrying a snow plow on the Santiam Bridge in 1928.

As previously instructed, the Engineer reported on the condition of the Snake River Bridge at Nyssa, reporting that necessary repairs and reconditioning would cost approximately \$13,000. Commissioner Sawyer requested that a copy of this report be filed with Geo. Aiken of Ontario and Judge Noe of Malheur County so that they could take the matter of cooperative maintenance on this structure up with the Department of Public Works of the State of Idaho.

Commissioner Sawyer offered the following resolution and moved its adoption:

WHEREAS, pursuant to legislation enacted by the States of Washington and Oregon authorizing the acquisition by the states of Washington and Oregon of the interstate bridge crossing the Columbia River between Vancouver, Washington, and Portland, Oregon, the said states, through their respective highway officials, have jointly acquired ownership of the said bridge and its appurtenances, and

WHEREAS, the said states, through their respective highway officials, have mutually agreed with respect to the ownership, maintenance and operation of said bridge, which agreement has been reduced to writing and is now before this commission for execution, the same having heretofore been fully executed by the officials representing the State of Washington, and

WHEREAS, it is the judgment and decision of this commission that the said agreement should be executed by this commission for and on behalf of the State of Oregon,

NOW, THEREFORE, be it resolved that the said proposed agreement be executed by the members of this commission for and on behalf of the State of Oregon.

BE IT FURTHER RESOLVED that two fully executed copies of said agreement be filed with the records of this commission and the other two fully executed copies be transmitted and delivered to the Washington representatives who executed the said agreement on behalf of the State of Washington.

The motion was duly seconded and carried.

The oiling, reoiling and bituminous macadam program for 1929 recommended by the Engineer was carefully considered in detail and approved.

Commissioners Hurd and Crowe of Lane County asked that since further grading on the Willamette Highway was not included in the forest

highway program for the current season that the Commission extend the grading eastward from the end of the forest contract rather than surface the graded units from Lowell east as had been contemplated. Matter taken under consideration.

The Commission authorized the purchase of the following equipment:

- 3 Five ton tandem gas rollers for patch paving plants
- 4 Ten ton tandem gas rollers for bituminous macadam
- 6 Rotary street brooms
- 3 Loaders, preferably small shovels
- 4 Ten ton trailers, drop frame type for transportation of loaders
- 4 Seven ton trailers with drop frame type for transportation of five ton rollers
- 18 Five ton trailers for tank service

The date for the next meeting was set for Friday, March 1, 1929.

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

Roosevelt Coast Highway -

- Riverton-Bandon 6 miles south, 18.0 miles, resurfacing and maintenance materials;
- Neskowin-Siletz Bay, 24.5 miles, resurfacing and maintenance materials;
- Neskowin-Siletz Bay, 24.5 miles, ditching and widening;

Ashland-Klamath Falls Highway -

- Keene Creek-Jenny Creek, 8.5 miles, resurfacing and maintenance materials;
- Keene Creek-Jenny Creek, 8.5 miles, ditching and widening;

Wallowa Lake Highway -

- Lostine-Joseph, 12.0 miles, resurfacing and maintenance materials and ditching;

Mt. Hood Highway -

- Rhododendron-Government Camp, 11.5 miles, resurfacing and maintenance materials;

Coos Bay-Roseburg Highway -

- Endicott Creek-Mystic Creek, 23.5 miles, resurfacing and maintenance materials;

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Sherman Highway -

Wasco-Grass Valley, 17.0 miles, resurfacing and maintenance materials;

Old Oregon Trail -

Baker-Pleasant Valley, widening and line change;
Birch Creek-Slides Section, 10 miles, maintenance materials;
Kamela-Hilgard, 13.0 miles, grade widening and revision in alinement;

Redwood Highway -

Hayes Hill-Shattuck Corner, 13.0 miles, bituminous macadam;

Crater Lake Highway -

Prospect-Park Boundary, 22.0 miles, bituminous macadam.

The following resident maintenance engineers were commissioned as traffic officers:

F. D. Eason	Paul Van Scoy
C. E. Carter	C. H. Armstrong
Oscar Cutler	B. J. Crowley
J. N. Bishop	K. D. Lytle
A. A. Amort	W. S. Hodge
Raymond Walsh	J. R. Mitchell
Thos. A. Rice	H. N. Hackett
C. C. Seeley	

H. E. Schmeer, contract No. 994, Pilot Rock-Freewater Section of the Oregon-Washington Highway, furnishing maintenance materials, requested an extension of time to March 15, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Clyde R. Seitz, contract No. 1001, Pendleton-Kamela Section, East Unit, resurfacing and maintenance materials, requested an extension of time to June 30, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

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

F. C. Klein
State Highway Engineer and
Secretary

W. B. Vandenberg
Chairman
W. B. Vandenberg
Commissioner
Robert W. Sawyer
Commissioner

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Salem, Oregon, February 11, 1929.

The Commission met in Room 323, Capitol Building, at 2 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

Ira L. Withrow, President, and Eugene Marsh, Attorney, of the Salmon River-Grande Ronde Highway Improvement District, stated to the Commission that the District had endeavored to secure the right of way necessary for the construction of the unit between Rose Lodge and Otis, Engineer's Station 941 to Station 1160, but that excessive demands had been made by the owners and therefore they wished the Commission to acquire the necessary right of way under authority given in Chapter 399, Laws of 1921. It was understood that the costs would be paid by the District. The Commission after consideration instructed the attorney to proceed to acquire the right of way needed by condemnation if satisfactory settlements could not be secured by negotiations.

Mr. Louis Knapp of Port Orford called on the Commission urging that the tract between the Roosevelt Highway and Battle Rock at Port Orford be purchased as a state park site. Commissioner Gates stated that he considered the price of \$2000 for the Leutwyler lot excessive. Mr. Knapp asked if the community should raise some of the money required. The Commission favored the idea but no definite sum was agreed upon.

The Commission approved the appointment of Division Engineer H. G. Smith as a traffic officer on the recommendation of the Engineer.

The Engineer reported that it was necessary to place load limits on certain highways due to frost conditions and recommended the following: Sherman Highway between Biggs and the junction with The Dalles-California Highway, and The Dalles-California Highway between the junction with the Sherman Highway and Bend, 10,000 pounds; Mt. Hood Highway between the Multnomah County Line and Rhododendron in Clackamas County, 10,000 pounds; Mt. Hood Highway between Hood River and the junction with the Cooper's Spur Road in Hood River County, 6,000 pounds. The Engineer stated that it was anticipated that these load restrictions would be necessary for a short time only until weather conditions had improved to such an extent as to make them no longer necessary.

Commissioner Sawyer thereupon introduced the following resolution and moved its adoption:

WHEREAS, the Sherman Highway and The Dalles-California Highway 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, in the judgment of the State Highway Commission, are 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 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 to 10,000 pounds;

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the Sherman Highway from Biggs south to a junction with The Dalles-California Highway in Sherman and Wasco Counties, and on The Dalles-California Highway from the junction with the Sherman Highway south to Bend in Wasco, Jefferson and Deschutes Counties, shall not exceed 10,000 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.

2/11/29

The motion was duly seconded and carried.

Commissioner Sawyer introduced the following resolution and moved its adoption:

WHEREAS, the Mt. Hood Highway has been designated and declared to be and is a state highway and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway; and

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

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

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the road above mentioned and hereinafter designated is being damaged and injured on account of the kind and character of traffic now being hauled over and upon said road, and by reason of the fact that 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 road, and the Commission having found upon due investigation that it will be for the best interests of the said state highway that the maximum total weight of load and vehicle which shall be permitted upon said road shall be reduced from 20,000 pounds to 10,000 pounds;

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the Mt. Hood Highway between the Multnomah County Line and Rhododendron in Clackamas County shall not exceed 10,000 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 the above named highway, and at important crossroads on said highway, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of Clackamas County 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 Sawyer introduced the following resolution and moved its adoption:

WHEREAS, the Mt. Hood Highway has been designated and declared to be and is a state highway and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway; and

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

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

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the road above mentioned and hereinafter designated is being damaged and injured on account of the kind and character of traffic now being hauled over and upon said road, and by reason of the fact that 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 road, and the Commission having found upon due investigation that it will be for the best interests of the said state highway that the maximum total weight of load and vehicle which shall be permitted upon said road shall be reduced from 20,000 pounds to 6,000 pounds;

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the Mt. Hood Highway between Hood River and the junction with the Cooper's Spur Road in

Hood River County shall not exceed 6,000 pounds.

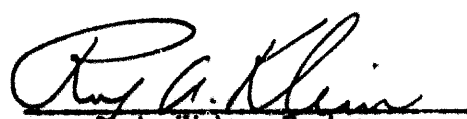
IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, Chapter 145, General Laws of Oregon for 1923, and 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.

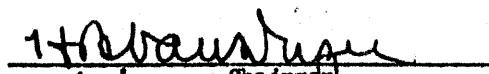
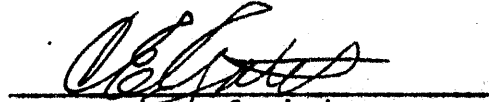
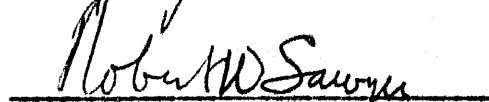
AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named highway, and at important crossroads on said highway, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of Hood River County 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.

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 8, 1929.

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 the following grading, surfacing, bridge and building projects:

OLD OREGON TRAIL
QUARTZ STATION SECTION - GRADING

Quinn Bros. & Robbins	\$17,105.00
Morrison-Knudsen Co.	18,605.00
Swartley Bros.	19,755.00
George Abraham	20,757.00
Joslin & McAllister	21,041.50
H. E. Cornell	23,130.00
J. A. Terteling & Sons	21,260.00

COOS BAY-ROSEBURG HIGHWAY
ENDICOTT CREEK-MYSTIC CREEK SECTION - MAINTENANCE MATERIALS

A. S. Wallace	\$52,990.00
Wren & Greenough	53,077.50
Holdener Construction Co.	55,720.00
J. W. & J. R. Hillstrom	55,845.00
Max O. Green	57,280.00
Meyers & Co.	58,810.00
Joslin & McAllister	59,480.00
Ed Hefty	59,874.00
Milne & Dussault	60,750.00
H. G. Johnson	66,029.50
F. J. Kernan	71,365.00
I. L. Young	71,870.00

REDWOOD HIGHWAY
DEER CREEK-SHATTUCK CORNER SECTION
OILING AND BITUMINOUS MACADAM

J. C. Compton	\$55,773.00
United Contracting Co.	58,885.00
Holdener Construction Co.	60,896.00
Claude H. Roberts, Jr.	63,045.00

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THE DALLES-CALIFORNIA HIGHWAY
KLAMATH FALLS-LAKEVIEW JUNCTION SECTION - GRADE WIDENING

Doveri & Company	\$20,044.50
W. D. Miller Construction Co.	20,793.80
S. Simonsen	22,413.00
G. I. Stebbins	23,237.50
Dunn & Baker	23,551.40
Wren & Greenough	24,051.50
Johnson Bros. Co.	34,081.50

McKENZIE HIGHWAY
SPRINGFIELD-COGSWELL HILL SECTION - GRADING

Cochran Construction Co.	\$60,000.00
Edlefsen-Weygandt Co.	61,738.00
Swartley Bros.	62,171.50
W. B. Kidd & Co.	64,254.00
Jacobsen-Jensen Co.	66,330.00
Glen D. Wolfe	69,760.00
E. L. Gates	70,075.00
Kern & Kibbe	70,212.50
Parker-Schram Co.	70,585.00
E. C. Hall	73,840.00
Earl L. McNutt	75,232.50
S. Simonsen	76,902.50
Wren & Greenough	78,667.50
Eugene Sand & Gravel Co.	81,632.50
M. C. Slate	83,205.00
United Contracting Co.	89,477.50

SHERMAN HIGHWAY
DE MOSS SPRINGS-GRASS VALLEY SECTION - RESURFACING

Knute Lien	\$54,636.00
Milne & Dussault	57,310.00
March Construction Co.	63,835.00
Doggett & Cooper	64,110.00
J. W. & J. R. Hillstrom	64,997.00
S. Simonsen	65,731.00
J. F. Konen	66,362.00
F. G. Redmon	67,345.00
Hart Construction Co.	68,630.00
Triangle Construction Co.	68,753.00
H. G. Johnson	69,910.00
R. E. Harness	72,360.00
Carl Nyberg	72,630.00
Joslin & McAllister	78,510.00
F. R. Hewett	80,520.00
Meyers & Co.	84,825.00
L. F. Ireton	88,845.00
Wren & Greenough	90,570.00

Cont'd

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De Moss Springs-Grass Valley Section - cont'd

F. J. Kernan	\$90,664.00
Newport Construction Co.	95,925.00
A. O. Greenwood	106,320.00

OLD OREGON TRAIL
BRIDGE OVER ALDER CREEK NEAR DURKEE

R. F. Nichol	\$5,565.50
Roscoe H. Jones	6,191.00
A. Ritchie & Co.	6,212.00
Illinois Steel Bridge Co.	6,476.00
Hartenbower Bros. Co.	6,702.50
Kuckenberg-Wittman Co.	6,739.00
Rudolf K. Krausse	6,875.00
Northwest Contract Co.	6,950.00
Quinn Bros. & Robbins	8,387.50

ROOSEVELT COAST HIGHWAY
BRIDGES OVER BUDD AND CUNNINGHAM CREEKS IN COQUILLE

Hansen & Larson	\$11,744.50
Peart Bros.	12,025.50
Rigdon Bros.	12,579.00
C. A. Catching	12,666.00
Bean & Johnson	12,991.00
O. M. Olds	13,094.00
P. L. Frazier	13,341.00
O. N. Pierce	13,367.00
J. W. & J. R. Hillstrom	13,407.00
I. L. Young	15,542.30
Sig Ash	16,593.50

CENTRAL OREGON HIGHWAY
BRIDGE OVER MALHEUR RIVER NEAR VALE

Michael Bruner	\$21,290.00
J. J. Badraun	28,335.00
Bauers & Bauers	29,040.00
Lilly & Kelly	29,257.00
Illinois Steel Bridge Co.	30,215.00
Kuckenberg-Wittman Co.	30,665.00
Northwest Contract Co.	31,700.00
Rigdon Bros.	32,375.00
W. H. Puckett Co.	33,375.00
Jas. H. Forbes	33,840.00

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FRAME BUILDING FOR MAINTENANCE PATROL QUARTERS AT CORVALLIS

Barham Bros.	\$3,548.00
E. K. Abraham & Son	3,683.00
Steve Keller	3,742.00
Chas. L. Swain	3,791.50
Wm. Quigley	3,837.00
L. N. Traver	5,171.00

FRAME BUILDING FOR MAINTENANCE PATROL QUARTERS AT SANDY

J. Walter Creighton	\$2,760.65
O. N. Pierce	3,065.00
McLean & Piper	3,205.00
W. G. H. Krueger	3,234.50
Ramsey & Lindersmith	3,641.00
Ernest Cline	3,525.50

FRAME BUILDING FOR MAINTENANCE PATROL QUARTERS AT LA GRANDE

J. Gietlhuber	\$6,330.00
W. Vedder	6,804.72
H. B. Nielson	6,812.00

Judge Barnard and Commissioner Hurd of Lane County, with George W. Kelly of Eugene, asked for $3\frac{1}{2}$ miles of grading on the Willamette Highway this year. Mr. Kelly stated that the people in the Oakridge vicinity desired further grading east of the present construction rather than surfacing of the sections which are now graded. The Chairman stated that the request would be taken under advisement.

Judge Barnard asked for work between Cheshire and Harpole School House on the Siuslaw Highway.

Bert E. Haney, attorney, of Portland, representing George Fitzgerald and Al Johnson, residents of Lake County, appeared and asked that a public hearing be held in Lakeview so that they could present witnesses to remonstrate against the location of the Fremont Highway across their lands on the New Pine Creek Section. Commissioners Snider and Fisher of Lake County were present and stated that the County had paid out \$13,000 for right of way on the located line and had secured deeds for all except the Johnson-Fitzgerald property which was about $\frac{1}{2}$ mile in length. They further stated that the County Court did not object to any change which the Commission might make but asked that the Commission protect them in the \$13,000 which they had already expended for right of way. After consideration the Chairman announced that a hearing would be held in Lakeview, the date to be announced later.

Commissioners Snider and Fisher of Lake County asked for work on the Fremont Highway north of Silver Lake. The Chairman said that the Commission will undertake the section from the East Forest Boundary at least to Silver Lake town during the present year. In response to a

question, the Lake County representatives were advised by the Commission to secure the right of way at once between the East Forest Boundary and the north end of the present grading project (Ana Spring).

A delegation was present in the interest of the Cascade Highway. Included were Dr. P. O. Loar, M. C. Woodard, George Hubbs and C. A. Reynolds of Silverton; Henry Fries of the East Side Commercial Club of Portland; Gordon J. Taylor, Molalla; Commissioner R. A. Wright of Clackamas County; Raymond Caulfield, Ben Harding and Robt. Seaman of Oregon City; George Wooster of Marquam, J. D. Dinsmore, Frank Barton, E. D. Myers, P. W. Schrenk and Joe Lytle of Scio; George Keech, Mayor of Stayton; W. A. Weddle, President of Stayton Chamber of Commerce; and Commissioner Hurd of Lane County. Dr. Loar, President of the Association, described the Cascade Highway as extending from Eugene to Oregon City along the foothill route passing through Coburg, Lebanon and Silverton. Mr. Keech, Mayor of Stayton, asked that a survey be made of this route by the Commission so that the various counties could improve their units as funds were available on a route which would be acceptable as a state highway. M. C. Woodard also spoke in favor of the project. The Chairman stated that the Commission had no funds to spare to make this survey and suggested to the delegation that the project be worked out with the counties through the use of market road funds.

Chairman Van Duzer made the announcement that Guy W. Talbot had deeded to the State his property at Latourell Falls on both sides of the Columbia River Highway in Multnomah County to be used as a park for the benefit of the public. On motion by Commissioner Sawyer which was carried, the gift was accepted and the thanks and appreciation of the Commission expressed. Further, it was agreed that the park be named Guy W. Talbot Park.

A delegation from Linn County consisting of County Judge Payne, Commissioners Renninger and Warren, with J. H. Ralston, Leonard Gilkey, A. M. Hammer and C. H. Murphy of Albany were present in the interest of the Santiam Highway. W. H. Lynch and J. A. Elliott of the Bureau of Public Roads and P. H. Dater of the Forest Service also were present. Mr. Ralston asked for the construction of the Santiam Highway from the Ranger Station east. Judge Payne stated that Linn County had \$70,000 to put into this project this year and offered this amount to be expended as a forest project to be matched later when state and federal funds were available on a 25-75 per cent basis. He stated further that the County intends to continue to levy from year to year for this project. The Chairman stated that a conference would be held with the representatives of the Bureau of Public Roads and the Forest Service at the next meeting for further consideration of the county offer.

Arthur Churchill of Portland made a request that the Commission investigate and study the various routes for a highway between Portland and the Pacific Beaches. He did not advocate any particular route but urged that the Commission determine the best route to serve the greatest number.

Major Levens, Secretary of the Greater Clackamas Union of Clubs,

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asked if the Commission's program contemplated a change in the Pacific Highway route between Canby and New Era following close to the railroad tracks between these points. The Chairman replied that some studies had been made of alternate routes but that no definite location had been adopted.

William Hanley of Burns asked regarding the program for the Central Oregon Highway. Commissioner Sawyer replied, "The Bend-Burns Section has been approved as a part of the Federal Aid System and arrangements have been completed to receive bids on the Sage Hen Hill-Burns surfacing at the next meeting. Mr. Hanley said that the Harney County people wanted more of the desert type road built. The Chairman stated, "You can rest assured that you are going to have some work on the Central Oregon Highway this year." Mr. Hanley referred to the Yellowstone Cut-off project, but no encouragement was given.

Walter G. Hayes and Max L. Boulanger presented a petition from residents of Canby asking for a sidewalk on the Pacific Highway bridge over the Molalla River. The Engineer was instructed to report on the feasibility and cost and also secure some data on accidents at this point.

Judge Gillette of Josephine County asked for a new bridge over the Rogue River at Grants Pass and offered \$20,000 as county cooperation on the new structure. Further, he stated that the Josephine County Court will secure the new right of way which will be necessary. The Chairman stated, "The Commission will give your cooperative offer serious consideration."

W. C. Kelly, a bidder on the maintenance patrol buildings at La Grande, whose bid was rejected because of the use of an improper form of bond asked permission to substitute another bid bond in proper form. The Commission rejected the request.

C. H. Knowles of Klamath Falls introduced Lecocq, representing the American Vibrolithic Co., who asked that the Commission investigate Vibrolithic pavement and its method of construction. He was referred to the Engineer.

C. R. Schmidt of John Day asked for permission to operate between Portland and John Day a light truck with trailer attachment constructed to carry three light cars. Commissioner Sawyer considered that this equipment would constitute a hazard to other traffic on the highway particularly on the Service Creek Section of the John Day Highway where there is much curvature also where there are similar conditions on the Columbia River Highway in Multnomah and Hood River Counties. Further he thought that others would want the same privilege. Mr. Schmidt stated that all that he desired was an opportunity to try out the idea and let it then be decided whether or not it was a hazard to other traffic. The Commission decided to refer the matter to the Engineer and the Chief Traffic Officer for a report.

Commissioner Sawyer called up the matter of the old indebtedness

of several of the counties to the state. It was decided to call in the County Court of Baker County at the next meeting to discuss a settlement of their indebtedness.

At five o'clock an announcement of the awards of contracts was made:

Quartz Station Revision, Old Oregon Trail, Baker County, 0.81 miles of grading. The low bidder, Quinn Bros. & Robbins, being unknown to the Commission, the award was held pending subject to investigation of the resources and experience of the low bidder.

Endicott Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway, maintenance materials. On motion which was carried, the contract was awarded to the low bidder, A. S. Wallace, at \$52,990.00.

Springfield-Cogswell Hill Section of the McKenzie Highway, 7.4 miles of grading. On motion which was carried, the contract was awarded to the Cochran Construction Co. at \$60,000.

De Moss Springs-Grass Valley Section of the Sherman Highway. The low bid by Knute Lien of \$54,636.00 is satisfactory but this being a Federal Aid project it is necessary to withhold the award until the project has been approved by the Bureau of Public Roads.

Deer Creek-Shattuck Corner Section of Redwood Highway in Josephine County, 6.8 miles oiling and 10.8 miles of bituminous macadam. On motion which was carried the contract was awarded to the low bidder, J. C. Compton, at \$55,773.00.

Klamath Falls-Lakeview Junction Section of The Dalles-California Highway, 3.2 miles of grade widening. The low bidder, Doveri & Co., of Klamath Falls, being unknown to the Commission, the matter was referred to the Engineer for investigation and report.

Maintenance patrol building at La Grande. On motion which was carried, the contract was awarded to the low bidder, J. G. Gietlhuber, at \$6,330.00.

Maintenance patrol building at Sandy. On motion which was carried, the contract was awarded to the low bidder, J. Walter Creighton, at \$2,760.65.

Maintenance patrol building at Corvallis. On motion which was carried, the contract was awarded to the low bidder, Barham Bros. of Salem, at \$3,548.00.

Bridge over Alder Creek on the Old Oregon Trail in Baker County near Durkee. On motion which was carried, the contract was awarded to the low bidder, R. F. Nichol, at \$5,565.00.

Bridge over the Malheur River on the Central Oregon Highway near

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Burrelle Ranch. The bond submitted by the low bidder, Michael Bruner, having been written by a company not licensed to do business in this state, was therefore declared irregular, and because of the further fact that the bid was much less than the engineer's estimate, on motion which was carried, the low bid was rejected and the contract awarded to the second bidder, J. J. Badraun, at \$28,335.00.

Bridges over Budd and Cunningham Creeks, Roosevelt Coast Highway in Coos County. The low bidders, Hansen & Larson, being unknown to the Commission, the Commission ordered the bidder's bonds of the three low bidders to be held and the engineer was instructed to make an investigation and report.

Wm. von der Hellen of Medford requested that the Commission take action on his claim submitted at the December 18, 1928 meeting for reimbursement for expenditures made since the completion of contract No. 380, Trail-Agate Section of the Crater Lake Highway, in the sum of \$1,790.00. This amount covers a judgment and attorneys' fees against Mr. von der Hellen because of the destruction of a depot building at Eagle Point by fire which was caused by employees of the State. The Commission approved the payment of the claim in full under authority of House Joint Resolution No. 8 by the Thirty-fifth Legislative Assembly.

Concerning recent legislation permitting the State Highway Commission to be sued on contracts, the Chairman asked the Attorney whether from a legal standpoint it would be of advantage to the Commission to use an arbitration clause in the contracts or stand suit. His answer was, "Having in mind the provisions of the law which governs arbitration, my advice would be not to put an arbitration clause in the contract but to let it stand on its merits in a law suit." Chairman Van Duzer: "Does that meet with the approval of the Commission?" The answer was, "Yes."

The Chairman stated that it had been agreed that the Atkinson claim, contract No. 965, Rockaway-Garibaldi Section of the Roosevelt Coast Highway in Tillamook County, is to be settled by arbitration. It was agreed by the Commission that Division Engineer W. E. Chandler should represent the Commission and Mr. Atkinson should pick a man to represent him and these two pick a third man. The Chairman stated that the decision of this board should not be binding upon the Commission.

The minutes of the meeting of January 29, 1929 were approved.

The County Court of Benton County requested the extension of Market Road No. 1 from Summit west to the Lincoln County line for the purpose of connecting with Market Road No. 3 in Lincoln County. The Market Road Engineer reported that it was more practical that the market road route through Nortons and Nashville in Lincoln County be continued through to the county line and connect with the Benton County route from Summit to Blodgett than to construct Market Road No. 5 in Lincoln County. Also the service to the people in both counties by reason of the former construction will be much greater. Further, an alternate route would be provided between Blodgett and Eddyville in the event that the state

highway between these points is closed by slides, washouts or construction operations. Therefore, it was recommended that the addition as requested by the Benton County Court be granted. Recommendation approved by the Commission.

The Engineer was instructed to prepare preliminary plans for the Roosevelt Highway bridge across Alsea Bay in Lincoln County and authorized to submit the same to the War Department for its approval.

The Commission authorized the Engineer to consult further with the District Engineer Officer in regard to securing a modification of the tentative War Department ruling on the Yaquina Bay bridge site and approaches.

The Engineer was authorized to make a request to the War Department for a permit to occupy the government property at Tupper's Rock Quarry at Bandon with a crushing plant and bunkers. Also permission to construct a road across the property leading to the county road. The purpose is to facilitate the taking of rock at a low level from the Kronenberg property adjoining, which has been recently acquired. This material is to be used for resurfacing and maintenance materials on the Roosevelt Coast Highway between Riverton and Bandon and south about six miles. It is proposed to remove and use the thin wedge of rock between the open quarry pit and the government property line and turn back to the Government an equal volume of rock in place on the state property.

Action on the request of the Bureau of Public Roads for consideration of the Umatilla-Wallula Cut-off was postponed.

The Engineer recommended that permanent concrete mile posts be set on the Sherman, John Day and Redwood Highways. Approved by the Commission.

The Commission approved the substitution of the Siuslaw route from Florence to Rainrock via Mapleton in lieu of the North Fork route between the same terminal points as a part of the forest highway system. This is made necessary by the adoption of the Siuslaw River location.

A list of proposed changes in the names of forest highway projects to conform to the state designations submitted by the Bureau of Public Roads was approved by the Commission.

A request was received from the County Court of Coos County that the Commission authorize its engineer to prepare plans for a bridge crossing Isthmus Slough at the most feasible site near Bunker Hill. It is proposed to construct a bridge at this site rather than at Eastside which was previously proposed by the county but rejected by the War Department. With the understanding that the cost of this engineering work will be paid by the county from market road or bond funds, the Commission authorized the Engineer to prepare plans for the bridge structure as requested by the Coos County Court.

A letter was received from the Contractors Equipment Dealers Association asking that in state purchases of equipment, Oregon dealers carrying stocks in the state be favored over outsiders who do not maintain warehouses or stocks within the state. The Commission approved of this policy provided purchases can be made locally at prices not inconsistent with those offered elsewhere. The Secretary was instructed to furnish the Association with a statement showing the amount of purchases made outside of the state during the year 1928.

A request was received from the city of La Grande to include in the Hilgard-La Grande contract for resurfacing and maintenance materials an additional quantity to use on 0.3 mile of the Old Oregon Trail within the city limits, the estimated cost of which is \$2000. The request stated also that they would like to divide the payment over a two-year period. The Commission suggested that they could issue a city warrant for the balance of the cost which could not be paid in cash. Under these conditions the request was approved.

A request was received from W. L. Kadderly, in charge of radio station KOAC at Corvallis for permission to broadcast state highway department bulletins on road conditions each week. Request approved by Commission.

A request from E. Crampton of Kerby to place a banner sign across the Redwood Highway at Kerby was denied.

The Engineer was instructed to collect a claim of \$390.80 from M. A. Puckett of Klamath Falls for repair of the Dalles-California Highway between Mile Posts 206 and 211 which was damaged by his log hauling operations in the summer of 1928.

The following requests for extensions of time were received:

John Slotte & Co., contract No. 1029, Canemah-New Era Section of the Pacific Highway in Clackamas County, requested an extension of time to March 15, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

George Abraham, contract No. 1058, Morrow County Line-Umatilla Section of the Columbia River Highway in Umatilla County, requested an extension of time to April 30, 1929. Inasmuch as there was a delay in the award of this contract and adverse weather conditions, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

On the recommendation of the Engineer the Commission approved the purchase of

- 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.

The Engineer recommended construction of maintenance patrol sheds at Ontario, Redmond and Sisters which was approved by the Commission.

The Commission approved the following projects and instructed the Engineer to prepare plans and specifications:

Lostine-Enterprise Section of the La Grande-Wallowa Lake Highway in Wallowa County, 7.7 miles of resurfacing and maintenance materials;

Snake River Slides Section of Old Oregon Trail in Malheur County, 8.0 miles resurfacing and maintenance materials;

Corvallis-Eddyville Section of Corvallis-Newport Highway in Benton County, 8 miles resurfacing and 32 miles of maintenance materials;

Low Pass-Greenleaf Creek Section of the Siuslaw Highway, 12.3 miles resurfacing and maintenance materials.

At the previous meeting on January 29, 1929, the award of the contract for the McKenzie River Bridge on the McKenzie Highway in Lane County was deferred pending acquisition of right of way. In the meantime the Engineer reported that the right of way had been secured and the contract awarded to the low bidder, the Northwest Contract Co., at \$40,920.00. Award confirmed by the Commission.

The Engineer advised of the necessity of load limits on the La Grande-Wallowa Lake Highway between Island City and Joseph and between Prairie City and Unity Junction on the John Day Highway; also between Haines and Baker on the Old Oregon Trail. Thereupon Commissioner Sawyer introduced the following resolution and moved its adoption:

WHEREAS, the La Grande-Wallowa Lake Highway and the John Day Highway 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, in the judgment of the State Highway Commission, are 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 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 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 that the maximum total weight of load and vehicle which shall be permitted upon said roads shall be reduced from 20,000 pounds to 10,000 pounds;

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the La Grande-Wallowa Lake Highway between Island City and Joseph in Union and Wallowa Counties and upon the John Day Highway between Prairie City and the junction with the Baker-Unity Highway in Grant and Baker Counties shall not exceed 10,000 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 the above-named highways, and at important crossroads on 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.

Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, the Old Oregon Trail has been designated and declared to be and is a state highway and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway; and

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

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

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the road above mentioned and hereinafter designated is being damaged and injured on account of the kind and character of traffic now being hauled over and upon said road, and by reason of the fact that 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 road, and the Commission having found upon due investigation that it will be for the best interests of the said state highway that the maximum total weight of load and vehicle which shall be permitted upon said road shall be reduced from 20,000 pounds to 10,000 pounds;

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the Old Oregon Trail between Haines and Baker in Baker County, excluding within the corporate limits of both cities of Haines and Baker, shall not exceed 10,000 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 the above named highway, and at important crossroads on said highway, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of Baker County 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.

It was decided to hold the meeting in Lakeview on March 22, 1929.

The date for the next regular meeting was set for March 29, 1929 and the following meeting on April 19, 1929.

Relative to the right of way for the Salmon River Road between Rose Lodge and Otis in Lincoln County, condemnation of which had been requested by the Board of Trustees of the Salmon River-Grande Ronde Highway Improvement District, Commissioner Gates proposed the following resolution which was duly seconded and carried:

WHEREAS, the Salmon River-Grande Ronde Highway Improvement District has been duly incorporated and the legislature of the state of Oregon by chapter 258, General Laws of Oregon for 1927, has declared the same to be a municipality vested with all the powers, duties and responsibilities provided for in chapter 399, General Laws of Oregon, 1925, and

WHEREAS, a highway from Rose Lodge to a junction with the Roosevelt Coast Military Highway near Otis, in Lincoln County, has been recommended, surveyed, definitely located and approved, and plans and specifications therefor have been prepared and have been approved, and

WHEREAS, the said Salmon River-Grande Ronde Highway Improvement District has sold bonds and has levied taxes, and has deposited the proceeds derived therefrom with the state treasurer of the state of Oregon, and

WHEREAS, the said Salmon River-Grande Ronde Highway Improvement District is authorized by section 30 of chapter 399, General Laws of Oregon, 1921, to contract with the Federal government for the construction of any highway within the said district, and

WHEREAS, the Salmon River-Grande Ronde Highway Improvement District has entered into a contract with the Federal Government, by and through the United States Bureau of Public Roads, to construct a highway between Rose Lodge and a junction with the Roosevelt Coast Military Highway in Lincoln County, and

WHEREAS, the state highway commission is required by section 28 of chapter 399, General Laws of Oregon, 1921, to secure the right of way for highways in highway improvement districts, and is authorized to commence and prosecute to final judgment all necessary condemnation proceedings in connection therewith, and

WHEREAS, in the permanent improvement, construction and maintenance of the said highway 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 lands hereinafter described, the respective parcels of land and the respective ownerships being as follows:

PARCEL No. I.

Henry H. Gregory and Rita L. Gregory, husband and wife:

A parcel of land in the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ and the NW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 35, T. 6 S., R. 10 W., W. M., Lincoln County, Oregon, said parcel being an 80 foot strip of land lying 40 feet on each side of the center line of the Salmon River Highway as located over and across said Section 35; said parcel of land being more particularly described as follows:

Beginning at a point which is approximately 845 feet south of the west one quarter corner of said Section 35, which point is at the intersection of the west line of grantors' property with the northwesterly line of the said 80 foot strip of land, and which point is 40 feet distant northwesterly from (and measured at right angles to) the said center line at Engineer's approximate Station 959+64.8; thence N. 46°20' E. parallel to the said center line a distance of 1888.0 feet more or less, to a point on the east line of grantors' property; thence south along the east line of grantors' property a distance of 110.6 feet more or less, to a point that is 40 feet distant southeasterly from (and measured at right angles to) the said center line; thence S. 46°20' W. parallel to the said center line a distance of 1888.0 feet more or less, to a point on the west line of grantors' property; thence north along the west line of grantors' property a distance of 110.6 feet more or less, to the point of beginning, containing approximately 3.47 acres.

PARCEL No. II.

J. W. Hellenbrand and Leona Hellenbrand, husband and wife:

A parcel of land in the W $\frac{1}{2}$ of the W $\frac{1}{2}$ of the SW $\frac{1}{4}$ of Section 29, and the SE $\frac{1}{4}$ of Section 30, all in T. 6 S., R. 10 W., W. M., Lincoln County, Oregon, said parcel being a strip of land of varying width lying on both sides of and adjacent to the center line of the Salmon River Highway as located over and across said Sections 29 and 30; said parcel of land being more particularly described as follows:

Beginning at a point which is approximately 1118 feet south and 558 feet east of the west one quarter corner of

said Section 29, which point is at the intersection of the east line of grantors' property with the northwesterly line of the said strip of land, and which point is 40 feet distant northwesterly from (and measured at right angles to) the said center line at Engineer's approximate Station 1139+63.6; thence parallel to the said center line on a 995.0 foot radius curve left (the long chord of which bears S. 75°30 $\frac{1}{2}$ ' W.) a distance of 145.6 feet; thence continuing parallel to the said center line S. 71°39' W. a distance of 822.5 feet to a point of tangency to a 79.4 foot radius curve right; thence along said curve a distance of 178.6 feet; thence N. 20°36' E. a distance of 47.3 feet to a point which is 40 feet distant easterly from (and measured at right angles to) the center line of the Roosevelt Coast Highway at Engineer's Station 611+44.2 P.C.; thence N. 69°24' W. a distance of 10.0 feet to the present easterly right of way line of the said Roosevelt Coast Highway; thence along said right of way line, parallel to and 30 feet distant from the center line of said highway on a 388.1 foot radius curve right (the long chord of which bears S. 64°39' W.) a distance of 596.7 feet; thence, continuing parallel to said center line, N. 71°18' W. a distance of 36.9 feet to a point which is 30 feet distant from (and measured at right angles to) engineer's station 617+31.7 of the Roosevelt Coast Highway equals station 1155+50.9 of the Salmon River Highway; thence S. 18°42' W. a distance of 10.0 feet; thence parallel to, and 40 feet distant from the center line of the Salmon River Highway, on a 995.0 foot radius curve left, (the long chord of which bears S. 89°49 $\frac{1}{2}$ ' E.) a distance of 643.4 feet; thence N. 71°39' E. a distance of 833.9 feet to a point of tangency to a 915.0 foot radius curve right; thence on said curve right a distance of 119.7 feet more or less, to a point on the east line of grantors' property; thence north along the east line of grantors' property a distance of 81.6 feet more or less, to the point of beginning, containing approximately 2.78 acres.

PARCEL NO. III.

Paul Fundiman and _____, and Sarah B. Stone:

A parcel of land in the SE $\frac{1}{4}$ and the S $\frac{1}{2}$ of the SW $\frac{1}{4}$ of Section 34, and the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 33, T. 6 S., R. 10 W., W. M., Lincoln County, Oregon, said parcel being a strip of land of varying width lying on both sides of the center line of the Salmon River Highway as located over and across said Sections 34 and 33; said parcel of land being more particularly described as follows:

Beginning at a point which is approximately 955 feet south of the east one quarter corner of said Section 34, which point is at the intersection of the east line of grantors' property with the southeasterly line of the said strip of land, and which point is 40 feet distant southeasterly from (and measured at right angles to) the said center line at Engineer's approximate Station 960+41.2; thence westerly across the grantors' property and parallel

to the said center line as follows: S. 46°20' W. a distance of 286.8 feet more or less, to a point of tangency to a 4624.0 foot radius curve right; thence on said curve right a distance of 3413.5 feet; thence S. 88°38' W. a distance of 1579.9 feet to a point of tangency to 1950.0 foot radius curve right; thence on said curve right a distance of 1275.1 feet; thence N. 53°54' W. a distance of 520.4 feet to a point of tangency to a 4544.0 foot radius curve left; thence on said curve left a distance of 132.3 feet more or less, to a point on the west line of grantors' property; thence north along the west line of grantors' property a distance of 96.6 feet more or less, to a point which is 40 feet distant northeasterly from (and measured at right angles to) the said center line; thence easterly across the grantors' property as follows: parallel to the said center line on a 4624.0 foot radius curve right (the long chord of which bears S. 55°04 $\frac{1}{2}$ ' E.) a distance of 189.3 feet more or less; thence S. 53°54' E. a distance of 520.4 feet to a point of tangency to an 1870.0 foot radius curve left; thence on said curve left a distance of 40.0 feet to a point; thence N. 34°52 $\frac{1}{2}$ ' E. a distance of 30.0 feet to a point which is 70.0 feet distant northeasterly from (and measured at right angles to) the said center line at Engineer's Station 1025+00; thence parallel to the said center line on an 1840.0 foot radius curve left (the long chord of which bears S. 61°07 $\frac{1}{2}$ ' E.) a distance of 385.3 feet; thence S. 22°52 $\frac{1}{2}$ ' W. a distance of 30.0 feet to a point that is 40.0 feet distant northeasterly from (and measured at right angles to) the said center line at Engineer's Station 1021+00; thence parallel to the said center line on an 1870.0 foot radius curve left (the long chord of which bears S. 79°15' E.) a distance of 791.2 feet; thence N. 88°38' E. a distance of 1579.9 feet to a point of tangency to a 4544.0 foot radius curve left; thence on said curve left a distance of 3354.5 feet; thence N. 46°20' E. a distance of 363.2 feet more or less, to a point on the east line of grantors' property; thence south along the east line of grantors' property a distance of 110.6 feet more or less, to the point of beginning, containing approximately 13.53 acres.

and

WHEREAS, in the judgment of the highway commission it is necessary and will be of advantage to the state in the construction, improvement and maintenance of permanent highways therein that title to the hereinbefore designated parcels of land be procured for, and the same is needed and is necessary for right of way for said highway and for the construction, maintenance and improvement thereof as herein stated.

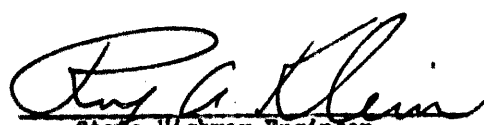
THEREFORE, BE IT RESOLVED, that the state highway commission does hereby declare that it is necessary and that it will be of advantage to the state for the state to acquire for right of way purposes for use in connection with the permanent improvement, construction and maintenance of the said highway, the lands above described, and the said highway commission does further hereby declare that the said parcels of land are necessary for

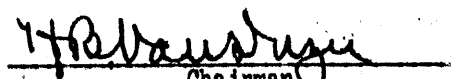

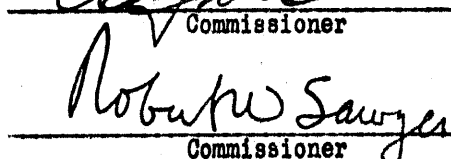
said purposes upon the grounds and for the reasons herein stated, and in order to properly improve, construct and maintain the said highway.

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 highway.

BE IT FURTHER RESOLVED, that an effort be made to agree with the owners and with the tenants, if any there be, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, to the remainder of the property of the said owners and tenants, if any there be, and in the event that no satisfactory agreement can be reached with the said owners and with the said tenants, if any there be, 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 hereby are requested, authorized and instructed to commence and prosecute to final determination such suits or actions as will be necessary and appropriate to acquire title to any or all of the said parcels of land and to all rights therein for the purposes herein stated.

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


State Highway Engineer
and Secretary


Chairman

Commissioner

Commissioner

MAR 8 1929

Lakeview, Oregon, March 22, 1929.

The Commission met in the Lake County Court House in Lakeview at 2:30 P. M. after viewing the New Pine Creek Section of the Fremont Highway south of Lakeview. Present were:

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

Chairman Van Duzer announced that the meeting was called to hear objections to the location of the New Pine Creek Section of the Fremont Highway as made by the engineer, with particular reference to that part in Sections 25 and 26, T. 40 S. R. 20 E. W. M. across the property of Geo. Fitzgerald and others. He stated that since this was a state highway and it was anticipated would carry a large amount of traffic, that the problem of location assumed more than local importance. The Chairman said that an opportunity would be given to all who desired to be heard on the matter.

Mr. Bert E. Haney, attorney representing George Fitzgerald and Al Johnson, made the opening statement. He stated that ten years ago a survey had been made following the old road by S. A. Mushen, a Lakeview engineer, which indicated satisfactory grades and curvature. The following witnesses were introduced by Mr. Haney:

George Fitzgerald stated that the proposed road crossed his property for one-half mile and would damage it by cutting up the fields, therefore he urged the continued use of the old road.

Al Johnson stated that he had conducted a dairy on the Fitzgerald place since November of 1928 and that he would be inconvenienced by having to take the cows across the highway each day. He also spoke of a marsh or bog on the George Deter place where the located line crossed which he thought would be a hindrance to the construction of the road.

George Benz stated that he was a road builder and contractor and thought that a satisfactory road could be built upon the old road.

Harry Bailey, a merchant of Lakeview, stated that he favored the improvement of the old road. He stated that he thought that the borrow pits or ditches alongside of a new road through the fields would cut off the sub-irrigation water and dry up the farm land to the west or below the road.

Dick Wilcox stated that water was scarce and there would be damage to the irrigation system. W. R. Elliott, owner of adjacent property, thought that the road hurt his property. Fred Sherrard, also a nearby owner, voiced similar objections.

S. P. Vernon and George Deter spoke against the proposed plan. Harley Vernon and W. P. Vernon also were against it, the latter stating that snow conditions would be much worse out on the open flats than on the old

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road at the foot of the hill. N. P. Jensen, L. D. Frakes, Dan Chandler, F. Alexander and _____ Barrington were called as witnesses and each indicated his opposition.

County Commissioner Snider stated that all of the owners except George Fitzgerald whose property was crossed by the new line had been paid for right of way and were satisfied except that no settlement had been made with George Fitzgerald. He stated that if the Commission should decide to build along the old road, that would be agreeable to the County Court but they would expect the State to reimburse the county for its expenditures for right of way on the new line.

In response to a question from the Chairman, B. J. Crowley, Resident Engineer, stated that proposed location would reduce the total length 1317 feet, eliminate 17 curves totaling 284 degrees of curvature and effect a saving in construction costs of 20 per cent as compared with the improvement of the present road.

Mr. Haney, in closing, urged that negotiations should be undertaken to return the new right of way to the owners and secure return of the funds paid out by the county. The new road should then be constructed on the old road with some additional width of right of way and some flattening of curves.

Nobody else desiring to be heard, the Chairman declared the meeting adjourned.

The Commission met again in the evening of the same day at the Hunters Hot Springs Hotel, Lakeview, with all members present and participating.

Judge Kelty asked that the grading of the New Pine Creek Section, 6 miles in length, be undertaken at once and that the surfacing of the entire unit between Lakeview and the California State Line be commenced this fall. He offered 25 per cent of the entire cost of both projects as cooperation by Lake County. The Commission stated in reply that the cooperation offered would be accepted and that the New Pine Creek Unit would be advertised for bids to be received on April 19, 1929. Also that the surfacing of the entire Lakeview-California Line Section would be begun this fall. Judge Kelty asked regarding plans for the section from the East Forest Boundary to Silver Lake (town). He was advised that this unit would be undertaken this fall and that the County should secure the right of way now.

The agreement covering the construction of the Florence-Rainrock Unit of the Siuslaw forest highway project was signed.

The offer of Josephine County to cooperate \$20,000 and secure the necessary right of way for a new bridge across the Rogue River on the Pacific Highway at Grants Pass was accepted for the 1930 program, having in mind the use of Federal Aid funds.

On motion of Commissioner Gates, which was carried, the name Ashland-Klamath Falls Highway as applied to the state highway between the junction with the Pacific Highway six miles south of Ashland and the city of Klamath Falls was changed to Green Springs Highway. The Secretary was instructed to designate this highway by the new name hereafter on all maps, records, road reports, signs, etc.

The Engineer reported that reduced load limits were no longer needed on the Mt. Hood Highway in both Hood River and Clackamas Counties, nor on the Sherman or Dalles-California Highways. The Commission thereupon ordered the reduced load limit removed and the signs taken down.

The Commission confirmed the following awards of contracts made by the Engineer in the interim following the previous meeting of March 8, 1929 at which bids were received:

Quartz Station Section, grade widening and revision, Old Oregon Trail, Baker County, 0.81 miles of grading. Contract awarded to the low bidder, Quinn Bros. & Robbins, at \$17,105.00.

De Moss Springs-Grass Valley Section of the Sherman Highway. Federal approval having been received, the contract was awarded to Knute Lien, the low bidder, at \$54,636.00.

Bridge over Alder Creek near Durkee, Old Oregon Trail, Baker County. Contract awarded to the low bidder, R. F. Nichol, at \$5,565.50.

Bridges over Budd and Cunningham Creeks near Coquille, Roosevelt Coast Highway, Coos County. Contract awarded to the low bidder, Hansen & Larson, at \$11,744.50.

Klamath Falls-Lakeview Junction Section of Klamath Falls-Lakeview Highway, grade widening. The Engineer reported that he had investigated the low bidder, Doveri & Co., and found them inexperienced in highway construction and lacking equipment. Therefore, he recommended that the bid of Doveri & Co. be rejected and that of the second bidder, W. D. Miller Construction Company, be accepted. The Commission approved the engineer's recommendation and awarded the contract to the W. D. Miller Construction Company at \$20,793.80.

The next day the Commission went north over the Fremont Highway and, before separating at Lapine, decided to adhere to the location of the New Pine Creek Section of the Fremont Highway across the property of George Fitzgerald and others and reject the remonstrance made by local residents. The Engineer was instructed to construct this unit across the fields with wide, shallow borrow pits so as not to interfere with subirrigation water.

On motion which was carried, the engineer was instructed to organize a day labor crew with necessary equipment to grade the unit of the Central Oregon Highway east from Hampton to Burns, as soon as necessary arrangements can be completed to secure Federal Aid cooperation. It was

the Commission's purpose to construct as much of this section as possible as a grader section of the so-called "desert type" such as previously constructed between Millican and Hampton.

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 29, 1929.

The Commission met in Room 402 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

Bids were opened on the following surfacing and bridge projects:

CORVALLIS-NEWPORT HIGHWAY
CORVALLIS-KLINE'S MILL SECTION - RESURFACING

	West Unit	East Unit	Both Units with reduction
J. H. Gallagher	\$25,626.50	\$16,569.00	\$41,695.50
Frank M. Bullis	26,007.00	16,600.00	42,607.00
Chas. H. Hoyt		18,890.00	
H. G. Johnson	28,036.50	19,669.00	47,705.50
S. Simonsen			54,686.00
J. C. Compton	32,220.00	23,670.00	55,890.00

CENTRAL OREGON HIGHWAY
SAGE HEN HILL-BURNS SECTION - SURFACING

Wren & Greenough	\$79,755.00
Doggett & Cooper	82,792.40
F. H. De Atley	83,865.00

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Sage Hen Hill-Burns Section - cont'd

R. E. Harness	\$ 84,070.00
J. W. & J. R. Hillstrom	85,035.00
Triangle Construction Co.	86,793.00
Joslin & McAllister	86,898.00
Milne & Dussault	87,665.00
F. J. Kernan	91,780.00
Simonsen & Hefty	93,610.00
G. C. Johnson	96,685.00
L. F. Ireton	97,425.00
J. F. Konen	98,275.00
C. A. Robinson	102,543.00
Newport Construction Co.	106,898.00
March Construction Co.	107,250.00

SIUSLAW HIGHWAY
GREENLEAF CREEK-LOW PASS SUMMIT SECTION - RESURFACING

Holdener Construction Co.	\$53,900.00
S. Simonsen	57,260.00
Umpqua Dredging & Construction Co.	58,460.00
J. W. & J. R. Hillstrom	66,750.00
Joplin & Eldon	69,574.00
H. G. Johnson	70,920.00
C. L. Camp	77,170.00
Meyers & Co.	79,415.00
Newport Construction Co.	87,260.00

OLD OREGON TRAIL
SNAKE RIVER SLIDES SECTION - REGRADING AND RESURFACING

J. W. & J. R. Hillstrom	\$57,416.50
S. Simonsen	64,653.00
March Construction Co.	66,003.50
Hart Construction Co.	66,442.00
J. F. Konen	66,733.15
F. H. De Atley	67,202.50
Joslin & McAllister	68,822.90
L. F. Ireton	71,175.50
Newport Construction Co.	75,623.90
Wren & Greenough	77,410.50

LA GRANDE-WALLOWA LAKE HIGHWAY
LOSTINE-ENTERPRISE SECTION - RESURFACING

Hart Construction Co.	\$40,074.00
J. W. & J. R. Hillstrom	40,795.00
F. H. De Atley	41,680.00
Joslin & McAllister	43,230.00
Wren & Greenough	44,075.00

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Lostine-Enterprise Section - Resurfacing

S. Simonsen	\$45,310.00
J. F. Konen	46,683.00
Campbell Construction Co.	47,075.00
March Construction Co.	51,085.00
Newport Construction Co.	51,291.00
L. F. Ireton	55,440.00
C. A. Robinson	55,850.00

OLD OREGON TRAIL
BRIDGE OVER NORTH POWDER RIVER

Rudolf K. Krausse	\$7,291.00
Hartenbower Bros. Co.	7,719.00
Illinois Steel Bridge Co.	8,184.00
J. J. Badraun	9,339.00

ROOSEVELT COAST HIGHWAY
BRIDGES OVER FOUR MILE, CROOKED AND JOHNSON CREEKS

John R. Dickson	\$21,220.75
Gordon & Wagner	21,417.50
Bean & Johnson	21,520.00
Clackamas Construction Co.	22,115.00
P. L. Frazier	22,173.90
C. A. Catching	22,387.50
O. N. Pierce	22,445.00
D. P. Plymale	22,725.00
Rigdon Bros.	23,647.50
Hansen & Larson	24,979.50

Following the opening of the bids, the Chairman made the following statement: "At our last meeting, in opening bids for the construction of a bridge over the Malheur River on the Central Oregon Highway, we ran into a very unfortunate circumstance which at first had a very ludicrous aspect, inasmuch as we received a bid from a man who signed his name by mark, giving his address at a place where he was not to be found, furnishing the name of a surety company which is nonexistent, and giving the address of the surety's agent as the 14th floor of the Wilcox Building, Portland, which has only 12 floors. Before the Commission uncovered these facts, the contract was awarded to the next lowest bidder because the bid was so far out of line compared with the engineer's estimate. The situation has a much more serious aspect and, frankly, we are much perturbed. We are representing the State of Oregon and are receiving bonds on behalf of you who are bidding in good faith and we feel that a palpable forgery should not be attempted upon representatives of the state. This might have very serious consequences. The Commission is asking its attorney to proceed with the investigation of the facts and place this bid in the hands of the proper authority, whether it be the Attorney General or the Grand Jury." After further consideration, on advice of the Attorney, the Commission directed that the matter be turned over to the Attorney General for such action as he may deem fit and proper.

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J. D. Fairman, County Commissioner of Malheur County, asked for surfacing on the Harper-Burrelle Ranch Section of the Central Oregon Highway on which the grading is being rapidly completed. Mr. Fairman argued that if surfacing was not placed on it, the light soil would blow away when cut up by traffic. The Engineer was instructed to report on the desirability or necessity of surfacing the project at once.

Mr. Fairman asked that the Commission ask for the designation of the road from Caldwell via Nyssa to Ontario as U. S. Route number 30. Commissioner Sawyer suggested that since a large part of the road is in Idaho that it should be taken up with Idaho first. The Engineer was instructed to make a report.

Mr. Fairman asked that the Commission take over the bridge across the Snake River at Nyssa as a state structure. The Chairman stated for the Commission that Oregon would meet the State of Idaho 50/50 in making the present needed repairs and future maintenance of this bridge. The Commission instructed the Secretary to so advise Mr. Fairman in writing so that he could undertake negotiations with the Governor of Idaho.

J. R. Wherry of Elsie, Columbia County, asked the Commission to investigate the route through Elsie and Hamlet when a study of the short routes between Portland and the Beaches was made.

Commissioners Clough and Busenbark of Douglas County, with W. A. Lovelace of Reedsport were present to discuss the maintenance of the Umpqua Highway between Scottsburg and Drain after construction on Federal Aid standards. Commissioner Clough stated that the County would not have sufficient funds to resurface it as their market road maintenance fund was limited to \$200 per mile per year. Mr. Lovelace stated that the Highway Improvement District would pay one-half of the maintenance cost each year. Mr. Clough replied that the district might vote to disorganize at any time, which would leave the County with the whole burden. After some discussion, it was agreed that the Commission would accept the responsibility for maintenance to the Government and the Umpqua Highway Improvement District and Douglas County would each pay to the State \$200 for each mile maintained each year, the Commission to do the work with its own forces.

Commissioner Clough stated that the Douglas County Court would secure the right of way on the unit from Drain west as soon as the maps and descriptions were furnished.

W. A. Lovelace, Chairman of the Board of Trustees of the Umpqua Highway Improvement District, and R. J. Hubbard of Reedsport stated that they now wished the entire distance between Drain and the Red Bridge, 10 miles in length, advertised as the first unit rather than the first six miles west of Drain. This was agreeable to the Commission.

R. J. Hubbard asked that the city of Reedsport be given permission to lay their main water supply pipe on the Scofield River bridge temporarily. The Engineer objected on the grounds that when this bridge was opened for water traffic, it would be necessary for the Commission

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forces to shut off the water and disconnect the pipe, which would leave the city without fire protection. Mr. Hubbard stated that he considered a pipe line under the river, as desired by the Engineer, preferable, but that the city had not the funds to do this at the present time, estimated to cost \$6,000. Further, he thought that there would not be to exceed two openings of the bridge required each year. The City Council would arrange to have the city marshal disconnect the pipe each time the bridge opening was required. After consideration, on motion of Commissioner Sawyer, it was voted to grant the city of Reedsport a revocable permit to lay their pipe line on the bridge in a position to be designated by the Engineer provided that the city authorities would be responsible for disconnecting the pipe when the bridge was opened.

Mr. Hubbard asked the Commission to determine the route through Reedsport to make a connection for the ferry across the Umpqua River. The Engineer was instructed to make a study of the situation and report to the Commission.

Judge Barnard and Commissioner Hurd asked if the Commission had made a decision on the Willamette Highway project. The Chairman replied that it had been discussed and asked if the Court had the same opinion as George Kelly expressed at the previous meeting - that the grading of the next three miles was preferable to surfacing the graded sections. Judge Barnard replied that the Court preferred the grading to surfacing.

Judge Barnard referred to the cooperative agreement for the Siuslaw forest project between Rainrock and Florence. He stated that the cooperative agreement provided for \$150,000 from Lane County out of \$600,000 which they could provide in two years but not in one. It was explained that this was a two year project.

Judge Barnard asked the Commission to advertise for the Court of Lane County the dismantling of the old county bridge across the Willamette River at Springfield and its removal and erection at the new site near Creswell. This arrangement was agreeable to the Commission and the Engineer was instructed to prepare proposals for the County as soon as the new bridge was placed in service.

F. W. Schier, representing the Linnton Community Club, asked for the widening of the Lower Columbia River Highway between the Multnomah County line and Astoria.

W. H. Lynch, District Engineer, with J. A. Elliott and H. D. Farmer of the U. S. Bureau of Public Roads, and P. H. Dater of the Forest Service met to discuss the request of Linn County for a continuation of construction on the Santiam Highway beyond the Ranger Station which is the present eastern terminus of the cooperative agreements for this forest road project. Chairman Van Duzer stated that Linn County had offered \$70,000 this year and would pledge an equal amount next year. This offer was made on a 25% County, 75% State and Federal cooperative basis and while they offered their funds this year to be expended this year without co-operation, yet next year they would ask that State and Federal funds be

used to balance up the previous expenditure. The Chairman asked for the estimated cost of the construction of the Santiam Highway between the Ranger Station and the Deschutes County line. Mr. Lynch replied \$2,500,000 for a graded and surfaced road. Mr. Dater was asked to express the Forest Service position on this project. Mr. Dater replied there are three or four trans-mountain roads and the order of their improvement was largely a matter of the State's general scheme of its highway development, therefore the Forest Service felt that it was proper for the state to indicate which of these several highways should be taken up first. Mr. Lynch stated, "We should decide on which of these roads we are going to construct and then forget the rest until we have one constructed. If the Commission feels that the South Santiam is the road to be improved first, I don't suppose that the Bureau would oppose it." Commissioner Sawyer stated, "The immediate question is whether we want to accept Linn County's \$70,000 on their terms; i. e., 25% cooperative basis." Chairman Van Duzer: "The Santiam Highway is on the state highway map and will be built, but there are other roads on the state highway map which should be constructed first." The subject was held for further consideration and the Secretary was instructed to invite the Linn County Court to be present at the next Commission meeting and discuss the project further.

After a discussion of the North Santiam Forest project, which had been presented to the Bureau of Public Roads, the Forest Service and the Commission several times previously by the County Court of Marion County and residents of Salem and vicinity, it was agreed by Mr. Lynch, representing the Bureau of Public Roads, by Mr. Dater representing the Forest Service, and by the Commission to approve the extension of the Niagara-Detroit forest project from Detroit to a connection with the South Santiam in the vicinity of Lost Lake.

Mr. Lynch reported that it seemed desirable to complete the widening of the Oregon Caves Road from Sucker Creek bridge west to the east end of the state work, so that it would all be of a uniform width. Also it was necessary to provide a larger parking space at the Caves. The total estimated cost of these additions to the original \$40,000 project is \$10,000. The Commission agreed to cooperate on this project to the extent of \$5,000 if Josephine County would put in an equal amount.

Judge Baird, with Commissioners McKinnon and Perkins of Baker County, was present in response to an invitation of the Commission to discuss the indebtedness of Baker County to the State. The Court made a showing as to the amounts which Baker County had expended on the Baker-Unity Highway in equal cooperation with the State and also on the Baker-Cornucopia Highway without cooperation by the state from bond issues and market road funds. After consideration, in view of these facts, the Commission voted to cancel the indebtedness of Baker County and balance the account on the following projects:

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Baker-Cornucopia Highway-

Baker-Middle Bridge, Surfacing	\$ 9,552.51
Baker-Middle Bridge, Additional Surfacing	1,670.46
Canyon Section	14,400.24

Old Oregon Trail

Nelson-Malheur County Line, Grading and Surfacing	19,072.57
Huntington Overcrossing and Bridge	6,103.99
Durkee Undercrossing	5,835.26
Unity Overcrossing	2,267.70

Total	\$58,902.73
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Division Engineer Clarke reported that a movement was on foot in St. Helens to widen the right of way on the Columbia River Highway for about one mile and that several property owners had evidenced a desire to help. Mr. Clarke stated that some options had already been secured. Mr. Clarke stated that he estimated it would cost \$25,000 to move back the buildings and purchase the additional land and about \$10,000 to widen the roadbed. On account of the present narrow right of way through St. Helens, the Commission approved the idea of securing this additional right of way and instructed the engineer to check over the betterment program and determine if some other project should not be postponed and the funds thus released used for this purpose. Report to be made at the next meeting.

At five o'clock, announcement of the awards was made:

Lostine-Enterprise Section of the La Grande-Wallowa Lake Highway in Wallowa County, resurfacing. On motion which was carried, the contract was awarded to the low bidder, Hart Construction Co., at \$40,074.00.

Sage Hen Hill-Burns Section of the Central Oregon Highway in Harney County, surfacing. The Commission agreed that the low bid of Wren & Greenough at \$79,755.00 was satisfactory but found it was necessary to postpone the formal award until Federal approval had been secured since this is a Federal Aid project.

Greenleaf Creek-Low Pass Summit Section of the Siuslaw Highway in Lane County, resurfacing. On motion which was carried, the contract was awarded to the low bidder, the Holdener Construction Co. at \$53,900.00.

Snake River Slides Section of the Old Oregon Trail in Malheur County, resurfacing. On motion which was carried, the contract was awarded to the low bidder, J. W. and J. R. Hillstrom, at \$57,416.50.

Corvallis-Kline's Mill Section of the Corvallis-Newport Highway in Benton County, resurfacing. On motion which was carried, the contract was awarded to the low bidder, J. H. Gallagher, at \$41,695.50.

Bridges over Four Mile, Crooked and Johnson Creeks on the Roosevelt Coast Highway, Coos County. On motion which was carried, the contract was awarded to the low bidder, John R. Dickson, at \$21,220.75.

Bridge over North Powder River, Old Oregon Trail, Union County. The low bidder, Rudolf Krausse, being unknown to the Commission, the award was deferred pending an investigation of the bidder's experience and resources by the Engineer.

The minutes of the meetings of February 11 and March 8, 1929 were approved.

The Secretary was instructed to invite the County Court of Union County to be present at the next meeting of the Commission to discuss the matter of their indebtedness to the Commission.

The Engineer reported on snow conditions on the Burns-Buchanan-Drewsey-Juntura route of the Central Oregon Highway as compared with the alternate route via Crane, Riverside and Juntura, based on observations of the resident engineer stationed at Burns during the month of February of the present year. The report indicated that the snowfall between Drewsey and Juntura was not greatly different from the conditions found between Juntura, Riverside and Crane, while the depth of snow and drifting on Stinking Water Mountain was not too great to interfere with traffic under ordinary patrol maintenance particularly with the use of snow fences where needed.

A request was received from the Convention Committee of the B. P. O. E. of Klamath Falls for permission to erect four 5'x12' sign boards on state highways entering Klamath Falls, carrying advertising pertaining to their convention in midsummer. The Secretary was instructed to write them a courteous letter stating that the request was declined for the reason that it was contrary to the policy of the Commission to permit advertising signs of any kind on the right of way of state highways.

A request was received from the County Court of Benton County for the addition of three roads to their Market Road System as follows:

Summit to Benton-Lincoln County Line. Beginning at Summit and extending westerly to the Benton-Lincoln County Line. Length approximately two miles.

Alpine-Glenbrook Road. Beginning at Alpine and extending westerly to Glenbrook. Length approximately 2.5 miles.

Bellfountain-Dawson Road. Beginning at the intersection with the West Side Pacific Highway in Section 9, T. 14 S., R. 5 W. and extending westerly to Dawson Station. Length approximately 5.75 miles.

The Market Road Engineer recommended the approval of these additions. Recommendation approved by the Commission.

The Commission approved the lease of a house at Rufus for three years at \$18.00 per month rental for the accommodation of the patrolman at

that point, the rental to be deducted from the patrolman's salary.

The Engineer reported that a representative of the city of Toledo had advised that the City Council was now ready to secure additional width of right of way for the Corvallis-Newport Highway through the city as previously requested. The Commission instructed the Engineer to indicate to the city authorities the width and alinement which would be acceptable.

The Secretary was instructed to reply to Congressman Hawley who had made an inquiry as to the Commission's position on the proposed toll bridge across the Columbia River at Astoria that they were opposed to the construction of toll bridges by private parties without adequate safeguards to protect the public from high tolls, inadequate construction, high capitalization costs, and large profits to the owners.

The Engineer was authorized to prepare tentative preliminary plans for a bridge on the Roosevelt Highway location across Yaquina Bay with approach embankment on the south side and submit same to the War Department for its approval.

The following requests for extensions of time were received:

Newport Construction Company, contract No. 987, surfacing Mohler-Garibaldi Section, Roosevelt Coast Highway, Tillamook County, requested an extension of time to March 15, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

H. E. Schmeer, contract No. 994, maintenance materials, Pilot Rock-Freewater Section, Oregon-Washington Highway, requested an extension of time to May 1, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Simonsen & Hefty, contract No. 1008, resurfacing Keno-Klamath Falls Section of the Green Springs Highway, Klamath County, requested an extension of time to June 1, 1929. The Engineer recommended that the extension be granted subject to a penalty in the form of inspection costs on stock piled maintenance materials. Recommendation approved by Commission.

The Chairman reported that he had had numerous conferences with Guy F. Atkinson, contractor on the Rockaway-Garibaldi Section, contract No. 965, and his attorney relative to the settlement of certain claims arising out of this contract. After consideration, Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, the State of Oregon on the 29th day of March, 1927, by and through its Highway Commission, made and entered into a contract with Guy F. Atkinson whereby the said contractor agreed to construct a portion of Roosevelt Coast Military Highway in Tillamook County pursuant to the terms and provisions of said agreement and in harmony with the plans and specifications prepared for and governing the said work, and

WHEREAS a controversy has arisen between the State and the said contractor with respect to certain claims made by said contractor for additional compensation, a consideration of which said claims involves questions of law as well as questions of fact, and

WHEREAS it has been proposed that the matters in difference and in controversy between said parties be submitted to a board of arbitration to be selected and agreed upon by the said parties, and

WHEREAS it is deemed to be for the best interests of the parties concerned that the questions of law involved in said controversy be submitted to and determined by a court competent to pass upon same and that said court be requested to construe the contract or contracts involving said highway construction and declare the liability and obligations of the respective parties with respect to said claims independent of the amount, if any, due under any of said claims and that thereafter the questions of facts be submitted to a board of arbitrators selected by the State and the said contractor which board of arbitrators shall consider said matters and facts in harmony with the legal liability of the parties as construed and declared by said court, therefore be it

RESOLVED by the Highway Commission in regular session assembled, and it is hereby declared to be the purpose and plan of the Commission to submit said contract or contracts to a court competent to pass upon and construe the said instruments and that said matter be submitted under and pursuant to Chapter 300 laws of 1927, be it further

RESOLVED after said contract or contracts have been construed as herein provided and the legal liability of the parties declared with respect to the claims made by the said contractor that thereafter the questions of fact be submitted to a board of arbitrators selected by the State and the contractor which board shall hear the parties and shall take evidence with respect to said matter and claims in controversy and shall make and report their findings in harmony with the law and the construction of said contract as declared by said court.

BE IT FURTHER RESOLVED that this plan or proposition on the part of the State be submitted to the said contractor or his attorney for acceptance or rejection,

BE IT FURTHER RESOLVED that if the said plan or proposal is accepted by said contractor, then J. M. Devers, attorney for the State Highway Commission and R. A. Klein, State Highway Engineer, are hereby instructed to take the necessary steps and procedure to give effect to the same.

The motion was duly seconded and carried.

Commissioner Sawyer introduced the following resolution and moved its adoption:

WHEREAS, the State of Oregon has expended large sums of money in the construction and improvement of the Old Oregon Trail, and

WHEREAS, there are along and in close proximity to the right of way of said highway in Umatilla County small tracts or bodies of timber now held in private ownership, which timber in the judgment of the Highway Commission should be acquired by the public and preserved because of its scenic and practical value to the traveling public, and

WHEREAS, unless the lands upon which said timber is growing are acquired by the State of Oregon, said timber will be cut for fuel or other commercial purposes and the land thus denuded of its timber will present an unsightly and unattractive appearance, and

WHEREAS, there is found growing upon the premises hereinafter described, timber which in the judgment of the highway commission should be preserved and to that end and for that purpose title to the said premises should be acquired by the state, said lands being described as follows, to-wit:

PARCEL No. 1.

All that part of the property of Melvina Picard (Umatilla Reservation Allotment No. 579) in the SE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 8, T. 1 N., R. 35 E., W. M., Umatilla County, Oregon, described as follows:

Beginning at the east $\frac{1}{4}$ corner of Section 8, T. 1 N., R. 35 E., W. M., which point is also the southeast corner of said property; thence west a distance of 239.1 feet to a point which is 500 feet distant westerly from (and measured at right angles to) the center line of the Old Oregon Trail; thence in a northwesterly direction, parallel to and 500 feet distant from the said center line, to the north line of said property as follows, on a 1410.0 foot radius curve left, (the long chord of which bears N. 3° 43' W.) a distance of 685.3 feet to a point of compound with a 646.0 foot radius curve left; thence along said 646.0 foot radius curve a distance of 266.4 feet; thence N. 41° 17' W. a distance of 198.8 feet to a point of tangency to a 3365.0 foot radius curve right; thence along said curve a distance of 313.2 feet to the north line of said property; thence east along the north line of said property a distance of 771.6 feet to the northeast corner thereof; thence S. 1° 24' W. along the east line of said property a distance of 1299.4 feet to the point of beginning.

The foregoing described parcel of land, exclusive of the 60 foot right of way of the Old Oregon Trail, contains approximately 10.90 acres.

PARCEL No. 2.

All that portion of the property of Edgar Billy in Lot 2 of Section 6, T. 1 N., R. 34 E., W. M., described as follows:

The W $\frac{1}{2}$ of Lot 2 of Section 6, T. 1 N., R. 34 E., W. M.; containing (exclusive of the 80 foot right of way of the Old Oregon Trail) approximately 20.2 acres, in Umatilla County, Oregon.

PARCEL No. 3.

All that part of the property of Ella Thompson (Umatilla Reservation Allotment No. 840) in the NW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 6, T. 1 N., R. 35 E., W. M., Umatilla County, Oregon, described as follows:

Beginning at the west $\frac{1}{4}$ corner of Section 6, T. 1 N., R. 35 E., W. M., which point is the northwest corner of said property; thence S. 89° 51' E. along the north line of said property a distance of 1081.0 feet to a point which is 500 feet distant northerly from (and measured at right angles to) the center line of the Old Oregon Trail; thence in a southwesterly direction parallel to and 500 feet distant from the said center line, to the west line of said property as follows: S. 54° 34' W. a distance of 801.0 feet to a point of tangency to an 858.1 foot radius curve right; thence along said curve a distance of 462.7 feet to the west line of said property; thence N. 0° 08' E. along the west line of said property a distance of 625.4 feet to the point of beginning.

The foregoing described parcel of land, exclusive of the 60 foot right of way of the Old Oregon Trail, contains approximately 8.69 acres.

PARCEL No. 4.

All that portion of the property of Louise Billy in the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 6, T. 1 N., R. 35 E. W. M., described as follows:

Beginning at the southwest corner of the said Louise Billy property, which point is also the west $\frac{1}{4}$ corner of Section 6, T. 1 N., R. 35 E. W. M., thence S. 89° 51' E. along the southerly line of said property a distance of 1322.3 feet to the southeast corner thereof; thence north along the east line of said property a distance of 1319.1 feet to a point which is

500 feet distant northerly from (and measured at right angles to) the center line of the Old Oregon Trail; thence on a 1216.3 foot radius curve left (the long chord of which bears S. 64° 03' W.) a distance of 402.6 feet; thence S. 54° 34' W. a distance of 1180.1 feet to the westerly line of said property; thence S. 0° 08' W. along the westerly line of said property a distance of 456.0 feet to the point of beginning, containing (exclusive of the 60 foot right of way of the Old Oregon Trail) approximately 26.08 acres, in Umatilla County, Oregon.

PARCEL No. 5.

All that portion of the property of Lucy Billy in the NW $\frac{1}{4}$ of Section 6, T. 1 N., R. 35 E., W. M., described as follows:

The SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ and the following described portion of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ all of Section 6 T. 1 N., R. 35 E. W. M.;

Beginning at the SE corner of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 6, T. 1 N., R. 35 E. W. M.; thence north along the east line of said property a distance of 320.3 feet more or less, to a point which is 500 feet distant northerly from (and measured at right angles to) the center line of the Old Oregon Trail; thence on a 1216.3 foot radius curve left (the long chord of which bears S. 78° 52' W.) a distance of 118.9 feet; thence S. 76° 04' W. a distance of 1186.9 feet to a point of tangency to a 1216.3 foot radius curve left; thence on said curve a distance of 41.0 feet more or less, to the south line of the said NE $\frac{1}{4}$ of the NW $\frac{1}{4}$; thence S. 89° 58' E. along the said south line a distance of 1307.7 feet more or less, to the point of beginning; the two foregoing tracts containing (exclusive of the 60 foot right of way of the Old Oregon Trail) approximately 43.44 acres, in Umatilla County, Oregon.

PARCEL No. 6.

All that part of the property of Bernice Henle (Umatilla Reservation Allotment No. 619) in the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 5 and the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 8, (all in T. 1 N., R. 35 E. W. M.) and more particularly described as follows:

Beginning at the northwest corner of the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 8, T. 1 N., R. 35 E. W. M., which point is on the west line of said property; thence N. 0° 10' E. along the west line of said property a distance of 303.7 feet to a point which is 500 feet distant northerly from (and measured at right angles to) the center line of the Old Oregon Trail;

thence in a southeasterly direction parallel to and 500 feet distant from the said center line, to the east line of said property as follows: S. 55° 00' E. a distance of 463.7 feet to a point of tangency to a 455.0 foot radius curve left; thence on said curve a distance of 104.4 feet; thence S. 68° 09' E. a distance of 69.3 feet to a point of tangency to a 1455.0 foot radius curve right; thence along said curve a distance of 373.3 feet; thence S. 53° 27' E. a distance of 209.8 feet to a point of tangency to a 1455.0 foot radius curve right; thence on said curve a distance of 444.4 feet; thence S. 35° 57' E. a distance of 77.2 feet to the east line of said property; thence south along the east line of said property a distance of 639.4 feet to the southeast corner thereof; thence west along the south line of said property a distance of 1389.3 feet to the southwest corner thereof; thence N. 0° 10' E. along the west line of said property a distance of 1361.0 feet to the point of beginning.

The foregoing described parcel of land, exclusive of the 60 foot right of way of the Old Oregon Trail, contains approximately 36.31 acres, in Umatilla County, Oregon.

PARCEL No. 7.

All that part of the property of Mumsow (Umatilla Reservation Allotment No. 1057) in the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 1, T. 1 N., R. 34 E., W. M. Umatilla County, Oregon, described as follows:

Beginning at a point on the west line of said property, which point is 61.7 feet south of the north 1/4 corner of said Section 1 T. 1 N., R. 34 E. W. M., and being 500 feet distant northeasterly from (and measured at right angles to) the center line of the Old Oregon Trail; thence south along the west line of said property a distance of 1235.8 feet to the southwest corner thereof; thence N. 89° 42' E. along the south line of said property a distance of 1236.8 feet to a point which is 500 feet distant northeasterly from (and measured at right angles to) the center line of the Old Oregon Trail; thence in a northwesterly direction parallel to and 500 feet distant from the said center line to the point of beginning as follows: N. 49° 48' W. a distance of 150.8 feet to a point of tangency to a 455.0 foot radius curve right; thence along said curve a distance of 91.3 feet; thence N. 38° 18' W. a distance of 625.6 feet to a point of tangency to a 2137.1 foot radius curve left; thence along said curve a distance of 875.2 feet; thence N. 61° 46' W. a distance of 3.6 feet to a point of tangency to a 940.8 foot radius curve left; thence on said curve a distance of 57.1 feet to the point of beginning.

The foregoing described parcel of land, exclusive of the 30 foot right of way of the Old Oregon Trail, contains approximately 18.88 acres.

WHEREAS, it appears that the parcel of land hereinabove described as Parcel No. 1 is owned by and in the possession of Melvina Picard; that the parcel hereinabove described as Parcel No. 2 is owned by and in the possession of Edgar Billy; that the parcel hereinabove described as Parcel No. 3 is owned by and in the possession of Ella Thompson; that the parcel hereinabove described as Parcel No. 4 is owned by and in the possession of Louise Billy; that the parcel hereinabove described as Parcel No. 5 is owned by and in the possession of Lucy Billy; that the parcel hereinabove described as Parcel No. 6 is owned by and in the possession of Bernice Henle, and that Parcel No. 7 is owned by and in the possession of Elmer Crow, Elizabeth Crow and Nannie Crow.

WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the state for the purpose of preserving for the general public the benefits of said timber, that title to said land be acquired either by purchase or agreement, and if the same can not be so acquired then by the exercise of the power of eminent domain,

THEREFORE, be it resolved, that the State Highway Commission and said Commission does hereby declare that it is necessary and that it will be of advantage to the state for the state to acquire the above described parcels of land for the purpose of preserving the timber growing thereon, and for the further purpose of enabling the Highway Commission to contribute to the culture and preservation of said timber, and said Highway Commission does further hereby declare that said land is needed and is necessary for said purposes upon the grounds and for the reasons herein stated.

BE IT FURTHER RESOLVED, that an effort be made to agree with the owners of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, 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 negotiate with the said parties for the acquisition of said parcels of land, and in the event that they are unable to reach an agreement then they are hereby requested to commence and prosecute to a final determination such suit or action as 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 date for the next meeting was set for April 19, 1929 at ten o'clock A. M.

MAR 29 1929

The following projects were authorized for bids to be received at the next meeting:

Canemah-New Era Section of the Pacific Highway, 4.4 miles of concrete paving;

New Pine Creek Section of the Fremont Highway, 6.0 miles of grading.

There was some discussion concerning the road between Orr's Corners and Dallas. The Engineer was instructed to look this project over again and make a further report on the cost of improvement.

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

On the day following, after a conference of the members of the Commission, the Engineer was instructed to advertise at the next meeting the regrading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway, 10.7 miles in length.

R. A. Klein
State Highway Engineer
and Secretary

H. B. Brauer
Chairman

C. E. Gates
Commissioner

Robert W. Sawyer
Commissioner

MAR 29 1929

VOLUME XIV
MINUTES OF OREGON STATE HIGHWAY COMMISSION
COVERING PERIOD
FROM
APRIL 1, 1929
TO
MARCH 31, 1930

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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2491	April 19	Proposals opened on following projects: Canemah-New Era Section, paving; Pilot Butte-Horse Ridge Section, regrading; Lakeview-California Line Section, grading; Bridge over Skipanon River.
2492		Canemah-New Era Section, paving; protest by Fred Brady of Warren Brothers Company. Grant County. Hot Springs-Little Beech Creek Unit, expenditure of market road funds discussed. Grading from Mouth of Little Beech Creek to John Day requested this year. Wheeler County. Mitchell-Dayville Section, completion urged. County agrees to secure right of way as needed.
2493		Multnomah County. Discussion of payment due on Interstate Bridge on April 1, 1929. Clackamas County. Canemah-New Era paving project; routing of traffic discussed. Josephine County. Rogue River bridge; contract to be let this fall. Malheur County. Nyssa bridge; conference to be held with Idaho. Multnomah County. Bridge across Oregon Slough to Sand Island, approval requested by Neil Malarkey for J. W. Waterhouse.
2494		Tillamook County. Atkinson claim; adjustment acceptable except having case tried in Tillamook County. Salmon River-Grande Ronde Highway Improvement District, asking state aid in surfacing. Clackamas County. East Side Road Oregon City-Portland, application for approval of addition to Federal Aid System.
2495		Linn County. Santiam Highway, county cooperation offered.
2496		Marion County. North Santiam Forest Project, survey between Detroit and junction with South Santiam project, cooperative agreement. Extensions and additions to market road system approved.
2499		Lane County, Willamette Highway. Additional grading unit requested. Awards of contracts: Skipanon River bridge; Canemah-New Era Section, paving; Pilot Butte-Horse Ridge Section, regrading; Lakeview-California State Line Section, grading. Lincoln County. Waldport-Yachats Section ordered advertised. Lake County. Fremont Highway, Klamath County Line-East Forest Boundary Section, assurance of inclusion in program. Coos County. Discussion of location of ferry slip on Coos Bay. Minutes of March 22 and March 29, 1929 approved.
2500		

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2500	April 19	Gilliam County. Resurfacing 3 blocks of pavement in Condon, agreement between state and city.
		Union County. Indebtedness cancelled.
2501		Washington County. Proposed short line cut-off highway from Canyon Road to Hillsboro; matter presented.
		Traffic counts ordered resumed.
		Jackson County. Pacific Highway in Siskiyou Mountains; study for revision of alignment or widening to be made.
		Resolution re apportionment of 1929 State Market Road Appropriation.
2504		Resolution re payment of one-half of 1929 State Market Appropriation.
2507		Coos County. Extension of Market Road No. 5 approved.
		Hood River County. Extension of Market Road No. 4 approved.
		Malheur County. Addition of Market Road No. 8 approved.
		Klamath County. Addition of Market Road No. 15 approved.
		Malheur County. Harper-Burrelle Ranch Unit; report on need for surfacing.
		Coos County. Oiling of Roosevelt and Coos Bay-Roseburg Highways requested.
		Lincoln County. Oiling through towns of Delake and Taft authorized.
2508		La Grande-Wallowa Lake Highway. Name changed to Wallowa Lake Highway.
		National Conference on State Parks. Prof. Peck authorized to attend in connection with trip East.
		Josephine County. Oregon Caves Forest Project, agreement re widening confirmed.
		Confirmation of awards:
		Burns-Sage Hen Hill Section, surfacing;
		North Powder River Bridge.
		Bogus bid, Malheur River bridge. Discussed.
		Umatilla-Wallula Cut-off. Chairman to confer with W. H. Lynch.
		Next meeting May 23 in Portland. Meeting at Salem May 22 to discuss program.
2509		Lincoln County. Waldport-Yachats Section, grading authorized.
		Douglas County. Drain-Red Bridge Section, Umpqua Highway, authorized.
		Columbia County. Additional right of way through St. Helens, progress reported.
		Washington County. Revision and widening at Aloha; continuation of negotiations with property owners authorized.
		A. J. Parrington. Recommendation that suit be commenced against S. P. Co. to recover on liquid asphalt shipments.
		Columbia River Highway and Old Oregon Trail between The Dalles and Idaho line designated through highway.
		Gasco contract approved.
		Klamath County. Claims against U.S.R.S. account damages to Highway caused by breaks in flume.

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2510	April 19	Bridge Engineer McCullough authorized to go to San Francisco to investigate methods of protection of piling.
		Lane County. W. Unit Lowell-Goodman Creek Section; full amount of bid bond demanded on Moon Bros. bid.
		Umatilla County. Timber along Pendleton-John Day Highway; cooperation received from Pendleton Commercial Association.
		State Highway Engineer granted leave of absence.
		Umatilla County. Timber reserve Old Oregon Trail; purchase of Palmateer property authorized.
		Right of way for alignment revision near Perry; condemnation authorized.
2513		Extension of time:
		J. F. Johnston, bridge over South Fork Yamhill River.
		Grant County. State requested to grade section between south end of forest project and mouth of Little Beech Creek; ask that county unit be included in same contract.
		S. B. Gillette authorized to attend National Purchasing Agents Convention in Buffalo, N. Y.
		Jackson County. Mill Creek Park Site; report by Mr. Gates.
		Mill Creek Falls withdrawn from appropriation.
2514	May 22	Bond issue discussed with Governor Patterson.
		State Park Commission proposed by Governor. Timber preservation discussed.
		Counties asked to cut noxious weeds along county roads.
		Polk County. Orr's Corners-Dallas Road, improvement urged.
		Smith River bridge dedication, tentative plans made to attend.
2515	May 23	Proposals received on following projects:
		Summit-Lincoln County Line Section, Blodgett-Summit-North and East Market Road, grading;
		Waldport-Yachats Section, grading;
		Pile Trestle over Haynes Slough;
2516		Bridge over Central Oregon Canal;
		Bridge over Big Creek 4 miles south of Waldport;
		Building for maintenance equipment storage at Paisley;
		Building for maintenance equipment storage at Ontario.
		Lane County. Willamette Highway, Black Canyon Section, plans ordered prepared.
		Roosevelt Highway, Glenada South. County cooperative offer accepted.
2517		Interstate Bridge at Vancouver. Oregon to join with Washington in defense in litigation.
		Astoria Chamber of Commerce. Letter asking attitude of Commission re billboard signs advertising Coast counties.
		Ashland Chamber of Commerce. Permission for advertising sign across Pacific Highway at state line refused.
		Coquille Woman's Club. Permission to erect ornamental pillars requested.
		Umpqua River Bridge at Scottsburg. Federal Aid project agreement presented.

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2517	May 23 1929	Federal Aid System, approval of following projects: Siuslaw Highway Salmon River Highway Mt. Hood-Wapinitia Highway Corvallis-Newport Highway
2518		Douglas County. Umpqua Highway, Red Bridge-Drain Unit ordered advertised. Scottsburg bridge approaches ordered advertised. Roosevelt Highway designation through Reedsport requested. Minutes of April 19, 1929 approved. Clackamas County. Canemah-New Era Section, paving, award confirmed. Forest highway system, additions approved by Commission: Union Creek to Diamond Lake; Cascade Summit to junction with The Dalles-California Highway at or near Beaver Marsh.
2519		Salmon River Highway Improvement District. Surfacing between Tillamook County Line and Grande Ronde requested. Nestucca Highway Improvement District. Petition presented. Lincoln County. Seal Rocks-Alsea River Section; right of way proceedings discussed. Umatilla County. Request of Chas. L. Kline for renewal of lease on Sunset Inn property at summit of Blue Mountains.
2520		Holman Park. Improvement requested by Kiwanis Club of Salem. Jackson County. Park site at Rogue River gorge donated by California Oregon Power Company. Malheur County. Snake River bridge at Nyssa; cooperative maintenance arrangements discussed. Curry County. Order adopted re pole lines through Gold Beach.
2521		Multnomah County. Arrangement relative to payment on Vancouver Interstate Bridge.
2522		Columbia County. Widening in vicinity of St. Helens; purchase of additional right of way authorized. Deschutes County. Payment of royalty on gravel from county pit and reimbursement for right of way north of Bend requested. Tillamook County. Jetty Creek-Brighton Section. Appeal to Supreme Court authorized in United Contracting Co. case. Lane County. Springfield bridge embankment approach. Appeal to Supreme Court authorized. Wasco County. Addition of Rail Hollow road to market road system approved. Wallowa County. Additions to market road system approved: No. 16 Paradise, No. 17 Lost Prairie, No. 18 J. H. Dobbin.
2523		Bogus bid on Malheur River bridge. Agreed that matter should not be dropped. Announcement of awards: Bridge over Central Oregon Canal; Bridge over Big Creek;

Page	Date	Subject
2523	May 23 1929	Bridge at Haynes Slough; Maintenance equipment shed at Ontario; Maintenance equipment shed at Paisley; Waldport-Yachats Section, grading; Summit-Lincoln County Line Section, grading.
2524		Grant County. Mountain Rest-Mouth of Little Beech Creek Unit, county requested to secure right of way. Malheur County. Harper-Burrelle Ranch Section, surfacing requested. Umatilla County. Resurvey between Ukiah and Grant County Line via Camas Creek requested. Central Oregon Highway. Completion of survey between Burns and Harper deferred. Projects authorized: Lint Slough Embankment, bridge and grade widening; Lakeview-New Pine Creek Section, surfacing; Dairy-Lorenz Mill Section, surfacing; Scottsburg bridge approaches, grading and surfacing; McKenzie Bridge approaches, grading and surfacing; Gate Creek Bridge approaches, grading and surfacing; Klamath Falls-Lakeview Junction, paving; Fort Creek-Barnhouse Ranch Section, grading; Bridge across Bridge Creek; Mountain Rest-Little Beech Creek Section, grading.
2525		Wheeler County. County asked to secure right of way on Fort Creek-Barnhouse Ranch Section now. Grant County. Mountain Rest-Little Beech Creek Section, county asked to secure right of way now. Projects ordered for next meeting: Red Bridge-Drain, grading; Keene Creek-Jenny Creek, widening and resurfacing; Scottsburg bridge approaches; McKenzie bridge approaches; Gate Creek bridge approaches; Springfield-Cogswell Hill, surfacing; Black Canyon Section, grading; Glenada South, grading; Indian Creek bridge; Salmon River bridge; Bridge Creek bridge. Next meeting June 27, 1929. Right of way to be secured before bids are called for. Smith River bridge dedication, Commission to attend. Western Association of State Highway Officials; Commission to be represented at meeting in Boise on July 9, 1929. Extensions of time: Jetley Bros., Buchanan-Vanderveer Section; Gilpin Construction Co., Trask River Bridge; Meyers & Co., Missouri Bend Section.

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2526 June 27 Proposals received on following projects:
Approaches to Scottsburg bridge, grading;
Keene Creek-Jenny Creek Section, regrading and surfacing;
2527 Klamath Falls-Lakeview Junction Section, concrete paving;
Springfield-Cogswell Hill Section, surfacing;
Black Canyon Section, grading;
Approaches to McKenzie River Bridge and Gate Creek Bridge, grading;
Bridge over Salmon River;
2528 Pile Trestle over Haynes Slough;
Bridge over Bear Creek, Jackson County;
Bridge over Deep Creek, Lake County;
Bridge over Indian Creek;
Two bridges on Salem-Geer Market Road;
2529 Bridge over Pudding River east of Woodburn;
Bridge over Bridge Creek.
Wheeler County. Fort Creek-Barnhouse Ranch Section; right of way secured; advertisement ordered.
Crater Lake Highway, load limit reduced.
2531 Malheur County. Central Oregon Highway, work between Juntura and Jonesboro requested. Survey between Drewsey and first railroad tunnel west of Harper ordered.
Minutes of May 22 and 23, 1929 approved.
Redwood Highway made "stop" highway.
The Dalles-California Highway between Modoc Point and Merrill made "stop" highway.
2532 Tillamook County. Hammond Tillamook Lumber Company, agreement re removal of rails at highway crossing at Idaville.
Malheur County. Little Valley Market Road added to market road system.
Lane County. Siuslaw project. Agreement with S. P. Co. to be drawn.
Wauna Park property near Bonneville. Offer made by owners.
Malheur County. Bogus bid on Malheur River bridge, matter to be laid before District Attorney.
Curry County. Bridge over Rogue River; plans ordered prepared; permit of War Department to be requested.
Deschutes County. Credit requested for right of way on Bend-Horse Ridge Section.
2533 Credit requested for new right of way on D-C Highway north of Bend.
Horse Ridge Section, construction requested.
Nestucca Highway Improvement District. Date for hearing set.
Portland. Request for assistance in making connections from north end of Interstate Avenue to Columbia Boulevard and Denver Avenue.
Lane County. Springfield bridge approach discussed with delegation.
2534 Washington County. Base Line Short Cut Road proposed and discussed.

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2534 June 27 Washington County. Walker Road urged as route to Coast.
2535 Forest Highway Program for 1930; additions agreed upon.
Umatilla County. Ukiah-Grant County Line, greater width of roadbed requested.
Baker County. Park site on Dooley Mountain; settlement asked by Mrs. Ernest Hebestreit.
2536 Announcement of awards:
Approaches to Umpqua River Bridge at Scottsburg;
Keene Creek-Jenny Creek Section, grade widening and resurfacing;
Klamath Falls-Lakeview Junction Section, concrete paving;
Springfield-Cogswell Hill Section, surfacing;
Black Canyon Section, grading;
McKenzie River and Gate Creek bridge approaches;
Salmon River Bridge;
Haynes Slough bridge;
Bear Creek Bridge, Jackson County;
Deep Creek Bridge, Lake County;
Indian Creek Bridge;
Mill Creek and Penitentiary Mill Race bridges near Salem;
Pudding River bridge east of Woodburn;
Bridge Creek bridge near Mitchell.
2537 Douglas County. Designation of Roosevelt Coast Highway route through Reedsport.
Harney County. Complaint of Archie McGowan re progress of work on Central Oregon Highway.
Cooperation on paving of Second Street in Burns requested.
De Poe Light & Power Co. Discussion re franchise for power line from Otter Rock to De Poe Bay.
Wallowa County. Cancellation of old debts to State requested.
Freight bill audit. Progress reported; previous contract extended.
2538 Cooperative traffic count agreed to.
Projects authorized for July 25:
Red Bridge-Drain Unit, grading;
Fort Creek-Barnhouse Ranch Section, grading;
Glenada South Section, grading;
Riverton-Bandon Section, resurfacing;
Neskowin-Siletz River Section, widening and resurfacing;
Tualatin River bridge.
Projects authorized for August 29:
Mountain Rest-Little Beech Creek Unit, grading;
Kamela-Hilgard Section, grade widening.
Jackson County. Engineer to investigate paving south of Medford and report at next meeting.
Klamath County. State requested to assume damages to Swan Lake Lumber Company for additional right of way.
Clackamas County. Requests that Canemah-New Era Section be closed to traffic and detour used for both north and south bound traffic.

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2539	June 27	1929 Lincoln County. Seal Rocks-Alsea Bay Section, Viewers Report; Commission to lend funds to county. Aeronautics Conference and Western Association of State Highway Officials meeting at Boise; representatives of Commission authorized. Extensions of time: W. D. Miller Construction Co., Klamath Falls-Lakeview Jct.; Hansen & Larson, Cunningham and Budd Creek bridges; George Abraham, Morrow County Line-Umatilla Section. Snow removal equipment purchase authorized.
2540	July 25	Curry County. Battle Rock park site; \$2000 state funds offered. Proposals received: Riverton-Bandon South Section, surfacing;
2541		Red Bridge-Drain Section, grading; Fort Creek-Barnhouse Ranch Section, grading; Jack and Hardscrabble Creek bridges;
2542		Tualatin River and Cedar Creek bridges; Bridge Creek bridge. Harney County. Central Oregon Highway, hearing on location requested - to be held at next meeting. Lane County. Springfield bridge extension agreed upon. Glenada South project discussed.
2543		Rainrock-Cushman Section. Southern Pacific agreement discussed. Commission requested to purchase additional width of right of way. Douglas County. Bids on Umpqua Highway projects satisfactory to District; cooperative funds to be transmitted at once; request for permission to make remaining payments in four years instead of two. Reedsport Unit of Umpqua Highway; advertisement ordered. Snake River interstate bridges discussed with J. D. Wood. Weiser road connection; designation as U. S. No. 30 asked by J. D. Wood.
2544		Porter's Ferry bridge construction opposed by Ontario. Umatilla-Wallula Cut Off urged by delegation. Lincoln County. Pole line franchises on Roosevelt Highway discussed and arrangement of lines agreed upon. Load limit order on bridges modified.
2545		Umatilla County. Indian lands at Sunset Inn; preference rights to renew lease requested by Chas. Kline. Multnomah County. Permission to use surplus funds under agreement in construction connection between Interstate Avenue and Denver Avenue at Willis Boulevard requested.
2546		Washington and Multnomah Counties. East and west state highway north of Base Line urged. Linn County. Letter to County Court re cooperation on Santiam Highway. Survey of next unit east of Ranger Station authorized.

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2546	July 25	1929 Harney and Malheur Counties. Construction of Central Oregon Highway between Drewsey and Juntura urged. Minutes of June 27, 1929 approved. Klamath County. State's claim for reimbursement for washout caused by breaking of irrigation flume denied. Announcement of awards: Riverton-Bandon South Section; Red Bridge-Drain Section; Fort Creek-Barnhouse Ranch Section; Hardscrabble and Jack Creek Bridges; Tualatin River bridge and Cedar Creek culvert; Bridge Creek bridge. Power or telephone lines not to interfere with any scenic values. Projects approved for inclusion in construction program: Harper-Burrelle Ranch surfacing; Gnat Creek revision and grade widening; Drainage ditch north of Haines.
2547		Clackamas County. Tryon Creek culvert and embankment, plan approved and construction authorized. Jackson County. Survey Medford to Tolo authorized.
2548		Lincoln County. Embankment and ferry slips on south side of Yaquina Bay; application to War Department authorized. Snake River bridge at Nyssa; state to take over and repair. Douglas County. North Umpqua-Diamond Lake Highway Improvement District; date set for hearing. Harney County. Additions to Market Road System approved. Columbia County. Market Road to connect No. 2 and No. 4 requested; referred to Engineer for investigation and report. Lake County. Lakeview-California State Line Section of Fremont Highway added to Market Road System.
2549		Deschutes County. Reimbursement for right of way purchased in 1926 authorized. Jackson County. Reimbursement for right of way for revisions between Central Point and Medford authorized. Klamath County. Rock for Lorenz Mill-Bonanza Market Road to be included in state contract for Dairy-Lorenz Mill Section. State Game Commission. Request for modification of claim for snow removal on Diamond Lake Road declined. Klamath County. Petition for resurfacing and oiling between Merrill and California state line. Wheeler County. Offer of Kinzua Lumber Company to sell 180 acres near Shelton Park. Purchase authorized. Coos Bay crossing. Purchase of ferry boat authorized. Trucks. Engineer's recommendation approved and purchase authorized. Motorized graders. Purchase recommended. Snow removal equipment; purchase authorized. Extensions of time: Quinn Brothers and Robbins, Quartz Station Revision; Henry C. Boyer, Ana Spring-Hunter Hill Section;
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2550	July 25	Extensions of time, cont'd: J. F. Johnston, Yamhill River bridge; Meyers & Co., Missouri Bend Section; Clyde R. Seitz, East Unit Pendleton-Kamela Section; W. D. Miller Construction Co., Klamath Falls-Lakeview Junction Section.
2551	August 6	Proposals opened on extension to Springfield bridge. Lane County. Southern Pacific agreements re encroachments between Rainrock and Cushman discussed. Awards of contracts confirmed: Red Bridge-Drain Section, grading; Tualatin River bridge and Cedar Creek culvert; Bridge Creek bridge. Harney County. Maintenance patrol station site at Burns; purchase approved. Umatilla County. Maintenance patrol station site at Pendleton; purchase approved. Lake County. Maintenance patrol shed at Paisley; informal tender rejected and project ordered readvertised. 2552 Polk County. Monmouth-Independence Section, negotiation to secure full 60 foot right of way authorized. Lane County. Attorney's report on modification of decree in Springfield bridge matter. Tabulation of bids on Springfield bridge extension read and low bid referred to Engineer for investigation. Linn County. Letter from County re funds for Santiam Project; preparation of project ordered. Umatilla County. Indian land at Sunset Inn; letter from Superintendent of Reservation; transaction ordered completed. Coos and Curry Counties. Petition from Powers Commercial Club for formation of highway improvement district. 2553 Forest Service policy in exchange of forest lands for private timber holdings discussed. Klamath Falls-Lakeview Highway. Engineer's report on ownerships of timbered areas. Wapinitia Highway. Engineer to secure ownerships. Tillamook County. Offer of H. T. Botts to sell rights to property fronting on Lake Lytle. Attorney to investigate title. Portland Gas & Coke Co. application to lay gas main on Pacific Highway between Aurora and Salem approved. Clatsop County. Wahanna Bridge construction authorized. Lane County. Siuslaw Project discussed with Messrs. Lynch and Farmer of Bureau of Public Roads.
2554	August 28	Nestucca Highway Improvement District. Hearing held and petition and boundaries approved.
2558	August 29	Proposals opened on following projects: Haines-North Section, drainage ditch; Big Noise Creek-Gnat Creek Section, regrading; Riverton-Bandon South Section, resurfacing;

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2559	August 29	Mountain Rest-Little Beech Creek Section, grading; Hines Mill-Burns Section, surfacing; Dairy-Bly Mountain-Bonanza Section, surfacing; Lakeview-California Line Section, surfacing; Kamela-Hilgard Section, regrading; 2560 Bridge over Gnat Creek and Culvert over Ferris Creek; Building for maintenance equipment storage at Paisley; Bridge over Tualatin River at Scholls. Deschutes County. Indebtedness on Fremont Highway; arrangements for payment discussed. Harney County. Central Oregon Highway, Burns-Crane-Riverside-Juntura route advocated by delegation. 2561 Burns-Drewsey-Juntura route urged by delegation. Malheur County. Snake River bridge at Nyssa, Oregon to take over for maintenance. Market Road System, additions approved. U. S. Route No. 30. Designation of two routes requested. Salmon River Road. Placing on state highway system urged; surfacing requested; probability of designation as daily mail route presented. Lane County. Siuslaw Highway, report on progress of negotiations with Southern Pacific. 2562 Glenada South Section ordered advertised. Lincoln County. Alsea Highway location through Waldport discussed with Mr. Lynch and Mr. Farmer of B. P. R. Clackamas County. East Side Road from Oregon City to Portland discussed by large delegation. Survey to be made by state at expense of county. 2563 Consideration of Webster Road asked. Oregon State Motor Association. State aid in signing county roads requested. Minutes of July 25 and August 6, 1929 approved. Coos and Curry Counties. Petition from Powers Commercial Club for formation of highway improvement district returned because defective. Columbia County. Extension of Rainier-Apiary Market Road to connection with Nehalem Market Road approved. Announcement of awards: Haines North Section; Big Noise Creek-Gnat Creek Section; Riverton-Bandon South Section; Mountain Rest-Little Beech Creek Section; Hines Mill-Burns Section; Dairy-Bly Mountain-Bonanza Section; Lakeview-California State Line Section; Kamela-Hilgard Section; Bridge over Gnat Creek and culvert at Ferris Creek; Framaintenance shed at Paisley; Bridge over Tualatin River at Scholls.

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2564	August 29 1929	Jackson County. Extension of Market Road No. 3 and addition of Market Road No. 7 to market road system approved.
2565		Roosevelt Coast Highway. Resolutions endorsing plan to re-issue \$1,000,000 of state highway bonds per year filed.
		Multnomah County. Interstate-Denver Avenue connection; expenditure of funds discussed.
		Jackson County. Report on pavement widening between Medford and Phoenix. Project ordered advertised.
		Projects authorized:
		Glenada South, grading and ferry approaches;
		Medford-Phoenix, widening and repaving;
		Neskowin-Siletz River, grade widening and resurfacing;
		Rhododendron-Government Camp, resurfacing;
		Horse Ridge Section, grading.
		Douglas County. Commission ready to put on unit north of Gardiner, depending on participation of Douglas County.
		Maintenance patrol shed at Pendleton and storage shed at Salem, construction authorized.
		Standard Oil Company contest regarding advertising signs endorsed by Commission.
		Maintenance Engineer Baldock authorized to attend Asphalt Paving Conference at West Baden, Indiana.
2566		Benton County. Direction signs at Junction City; letter from Claude Ingalls.
		Lane County. Reimbursement for additional right of way on Springfield-Cogswell Hill Section of McKenzie Highway authorized.
		Fiscal year changed to calendar year.
		Contracts to include clause re use of cement manufactured in Oregon.
		Ferry Oregon. Further negotiations with Long-Bell Lumber Company authorized.
		Next meeting September 26, 1929.
2567	Sept. 26	Proposals received on following projects:
		Cunningham Creek Bridge Approaches, embankment;
		"L" Street (Reedsport) Section, grading and surfacing;
		Medford-Phoenix Section, paving;
		Glenada Section, grading;
2568		Neskowin-Otis Section, regrading and resurfacing;
		Tryon Creek Culvert at Oswego;
		Frame storage building at Salem.
2569		Umatilla County. Assistance of Mr. Devers in suit on market road project requested.
		Lane County. Siuslaw Highway. Agreement with Southern Pacific Company; provisions discussed with County Court.
		Central Oregon Highway. Burns-Drowsey-Juntura Route urged.
		Lake County. Fremont Highway; grading between West Forest Boundary and Silver Lake (town) requested. County credit offered as cooperation.
		Westucca Highway Improvement District. Former petition withdrawn and date for rehearing set.

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2569	Sept. 26 1929	Portland-Salem. Proposed Pioneer Highway via Champoe; delegation present.
2570		Salmon River Highway. Surfacing of Tillamook County Line-Grand Ronde Section requested.
		Washington County. Base Line Highway project, large delegation present.
2571		Survey requested.
		Morrow County. Heppner-Spray Road, completion requested. County ready to grade McKinney Creek Gap Section.
		Oregon State Motor Association. Cooperation in signing county roads discussed.
		Minutes of August 28 and 29 approved.
		Traffic officers' commissions for traffic recorders signed.
		Richfield illuminated signs. No statement from Portland representative of Department of Commerce.
		Conference of western states re exchange of timber, definite date to be decided.
2572		Wheeler County. Letter from E. W. Wetmore asking State to assume taxes due in 1930 on timber tract near Shelton Park.
		S. H. Boardman. Report on park tracts on Green Springs and Klamath Falls-Lakeview Highways.
		Report on interview with James H. Owen.
		Report on timber tract on Siltcoos Lake and tracts in Curry County.
		Hood River County. Park site on Lost Lake Road suggested.
		Harney County. Endorsement of petition by Burns Chamber of Commerce to Department of Interior to withdraw from entry certain public lands on Burns-Canyon City Highway.
2573		Announcement of awards of contracts:
		Approaches to Cunningham Creek bridge;
		"L" Street (Reedsport) Section;
		Medford-Phoenix Section;
		Glenada Section;
		Neskowin-Otis Section;
		Frame storage building at Salem;
		Tryon Creek culvert.
		Confirmation of awards:
		Hines Mill-Burns Section;
		Bridge over Gnat Creek and culvert at Ferris Creek;
		Big Noise Creek-Gnat Creek Section.
2574		Umatilla County. Request from city of Umatilla for aid in improving streets to ferry declined.
		Lane County. Siuslaw project agreement with Southern Pacific Company executed by Commission.
		Solid tires. Amendment to law discussed and policy stated.
		Bonds. Letters advocating issuance ordered filed.
		Roosevelt Highway. Letters advocating change in name ordered filed.
		Klamath County. Right of way on Green Springs Highway through lands of Weyerhaeuser Timber Company; report of Attorney.
		Warrenite Bitulithic pavement specification, request to include in state specifications declined.

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2574	Sept. 26	Multnomah County. Request for allotment from Interstate Bridge fund to make connection with Denver Avenue.
2575		Interstate Bridge. Electrical equipment to operate gates approved. Coos County. Larson Slough embankment and bridge, plans ordered and application to War Department authorized. Douglas County. New date for hearing on North Umpqua-Diamond Lake Highway Improvement District set. American Association of State Highway Officials. Commissioner Sawyer, State Highway Engineer and Bridge Engineer authorized to attend. Lake County. Forest Boundary-Silver Lake Section grading, plans ordered prepared. Projects authorized: La Grande-Hot Lake Section, grade widening and gravel shoulders; Pleasant Valley-Durkee Section, resurfacing and maintenance materials with grade widening; Weiser Junction-Ontario Section, with Payette and Weiser Spurs, resurfacing, maintenance materials and bank widening; John Day-Quinton Section, resurfacing and bank widening; Sixes-Port Orford Section, resurfacing and maintenance materials. Roosevelt Highway. Further projects discussed: Yachats-Lane County Line Section, grading; Section north of Gardiner, grading; Glenada South to Westlake. Yamhill County. Extensions to market road system requested: Gopher Valley, Market Road No. 3; Yamhill-Moore's Valley Market Road No. 14. Additions to market road system: Star Mill Market Road No. 27; Bellevue-Chicken Coop School-De Lashmutt Corner; Grand Island Market Road No. 29. Douglas County. Market road from Azalea to Anchor designated. Next meeting date set for October 30, 1929. North Umpqua-Diamond Lake Highway Improvement District hearing. Nestucca Highway Improvement District. Hearing held. Chairman Van Duzer absent. Bids opened on following projects: Rhododendron-Government Camp Section, resurfacing; Horse Ridge-Dry River Section, grading; Harper-Vale Section, resurfacing and surfacing; Tillamook County Line-Grand Ronde Section, surfacing; Burns, building for storing maintenance equipment; Pendleton, building for storing maintenance equipment; Bridge over U. S. R. S. Canal near Klamath Falls. Wheeler and Grant Counties. Mitchell-Dayville Section, completion requested. Minutes of September 26, 1929 approved.
2576		
2577	Oct. 28	
2583	Oct. 29	
2587	Oct. 30	
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2589	Oct. 30	Douglas County. "L" Street (Reedsport), contract for grading and surfacing, award approved. Jackson County. Medford-Phoenix Section, paving, award of contract approved. Senate Joint Resolution No. 26, special committee to study responsibility of owners and drivers of motor vehicles; Chairman Van Duzer to serve or appoint some to act for Commission. Lane County. Delegation representing Lane County Chamber of Commerce and other organizations appearing in interest of highway construction in Lane County. McKenzie Highway, oiling requested. Cogswell Hill-Doyle Hill Section, county cooperation accepted.
2590		Market Road funds, resolution relating to payment of second one-half.
2593		Jackson County. Keene Creek-Jenny Creek resurfacing, agreement covering change in quarry executed. Lane County. Overhead crossing in Eugene, state cooperation requested. Clackamas County. Survey of East Side Road, progress reported. Coos and Curry Counties. Petitions for formation of highway improvement district returned on account of irregularity. Klamath Falls. Route of Dalles-California Highway changed. Traffic officers' commissions issued to Ashley W. Post and John S. Beakey. Deschutes County. Indebtedness of cooperative work considered and plan adopted. Multnomah County. Requested to return to state unused portion of fund set up for improvement of Denver Avenue approach to Interstate Bridge. Publicity man. Consideration of employment deferred. Santiam Highway. Extension of improvement from Jefferson County line to Suttle or Blue Lake requested. Telephone poles. Commission requested to make statement that company would not in future be required to paint poles white. Roosevelt Highway. Resolution received urging that name be retained. Lane County. McKenzie Highway; attorney to prosecute residents who have torn up oil surfacing with farm tractors, etc. Lincoln County. Ferry slip and approach at South Beach side of Yaquina Bay; location approved. Klamath County. Overhead crossing at Modoc Point, inquiry as to when this will be built. Forest highway program conference to be held in December. Lane County. Greenleaf Creek-Low Pass Summit Section, discussion with contractor and surety re quarry. Crook County. Bear Creek Road, completion requested. Salmon River Highway. Tillamook County Line-Grand Ronde Section, surfacing. Special election necessary to levy balance required.
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Page	Date	Subject
2595	Oct. 30	Lake County. Right of way settled on East Forest Boundary-Silver Lake (town) Section except one piece. Commission ready to advertise project when right of way secured. Right of way along Silver Lake; matter of fencing along dry lakebed discussed.
2596		Morrow County. Heppner-Spray Road, cooperation requested. Douglas County. Cooperation on Roosevelt Highway north of Gardiner discussed. Lincoln County. Park property in townsite of Seal Rocks deeded to State by County Court. Parks Engineer Boardman. Report on activities for month. Starvation Falls park site. Attorney reported on price. Camas Mountain Park site. Annual rental to be paid. Emigrant Springs lodge building reported burned. Bradley Park concession. Extension of present contract requested; advertisement ordered. Heppner-Spray Road. Maintenance agreements for Sand Creek Road and Haystack Creek Section signed.
2597		Clackamas County. East Side Road, Portland to Oregon City; discussed by F. R. Schanck representing City Club of Portland. Announcement of awards: Tillamook County Line-Grand Ronde Section; Horse Ridge-Dry River Section; Harper-Vale Section; Rhododendron-Government Camp Section; Maintenance equipment shed at Burns; Maintenance equipment building at Pendleton; Bridge on U. S. R. S. Canal near Klamath Falls.
2598		Harper-Vale Section. Protest of Willamette Contracting Co. against award to second bidder. Umatilla County. Letter from Hermiston Commercial Club re routing Wallula Cutoff through Hermiston instead of Umatilla. Coos County. Extensions to market road system: Bear Creek Market Road No. 8; Ross Inlet Market Road No. 18; Additions to market road system: South Coos River numbered 26; Kentuck-Glasgow Market Road numbered 27; Willanche Inlet Market Road numbered 28; Bradley Lake Market Road numbered 29; Rink Creek Market Road numbered 30.
2599		State Motor Association. Plan of cooperation in signing public roads not on state highway system. Load limits for solid tired vehicles discussed. Projects to be advertised: East Forest Boundary-Silver Lake (town) Section, grading; Yaquina Bay Dike and ferry approaches; Yachats-Lane County Line Section, grading; Ranger Station East Section, grading; Rogue River bridge at Grants Pass; Wahanna Creek Bridge;
2600		

Page	Date	Subject
2600	Oct. 30	Larson Slough Bridge; La Grande-Hot Lake Section, grade widening and rock shoulders; Pleasant Valley-Durkee Section, grade widening and resurfacing; Weiser Junction-Ontario Section, grade widening and resurface; Sixes-Port Orford Section, resurfacing. Projects authorized: Cogswell Hill-Doyle Hill Section, grading; Barnhouse Ranch-John Day Highway Junction, grading. Maintenance and betterment projects approved by Commission: Nimrod-Belknap Springs Road Section, resurfacing and rock; Eddyville-Pioneer Mountain Section, grade widening and resurfacing; Alsea Mountain-Benton County Line Section, crushed rock; Jenny Creek-Keno Section, resurfacing and crushed rock. Clackamas County. Agreement with S. P. Company re Tryon Creek culvert. Tryon Creek culvert. Contract awarded. Wapinitia Highway. Survey of section from east end of forest highway project to junction with The Dalles-California Highway authorized. Nestucca Highway Improvement District. Resolution approving boundaries.
2601		
2604		Coos County. Purchase of lot adjoining shop property at Coquille approved. Extensions of time: Willamette Contracting Company, Lazinka Ranch-Albee Section; Northwest Contract Company, bridge over McKenzie River; Cochran Construction Company, Springfield-Cogswell Hill Section; John R. Dickson, bridges over Four Mile Creek and others; M. P. Pou, Lakeview-California Line Section; A. H. Kingsbury, bridge over Haynes Slough; Peart Bros., bridge over Indian Creek. Next meeting December 12, 1929.
2605	Dec. 12	Commission to make trip to Eastern Oregon first week in December. Proposals opened on grading surfacing and bridge projects as follows: Pleasant Valley-Durkee Section, regrading and resurfacing; Lincoln County Line-Alsea Mountain Section, resurfacing; East Forest Boundary-Silver Lake Section, grading; Nimrod-Belknap Springs Section, surfacing; Yachats-Lane County Line Section, grading; Ranger Station-Bryant Hill Section, grading; Bridge over Rogue River at Grants Pass; Bradley Park concession.
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2608		Umatilla County. Ukiah-Dale Unit, consideration on forest highway program requested; county cooperation offered. Project opposed by proponents of Wallula Cut-off. Morrow County. Heppner-Spray Road; county prepared to complete section between Heppner and Hardman if State or Government will put in money on other sections.

Page	Date	Subject
2608	Dec. 12	<p>Lane County. Completion of Willamette Highway location survey requested.</p> <p>Roosevelt Highway. County cooperative offer accepted.</p> <p>Removal of Springfield bridge and re-erection at Creswell to be advertised for county by state.</p> <p>Douglas County. Umpqua Highway. Further work requested; county cooperation discussed.</p> <p>Tiller-Trail forest highway project, county cooperation.</p> <p>Salmon River-Grand Ronde Highway Improvement District.</p> <p>Special tax voted to raise funds for Tillamook County Line-Grand Ronde Section. Matter of borrowing money from banks discussed.</p>
2609		<p>Santiam Highway. Forest highway and state funds requested for either or both ends. Jefferson County cooperation offered.</p> <p>Linn County. Accidents reported between Albany and Halsey; grade widening recommended in 1930 betterment program.</p> <p>Deschutes County. Indebtedness on Fremont Highway, county unable to meet full amount of payment this year.</p> <p>Lincoln County. Roosevelt Highway; definite location between Yaquina Bay bridge crossing and Newport requested.</p> <p>Grant County. Projects on Pendleton-John Day Highway discussed; market road between Little Beech Creek and Mount Vernon ready for surfacing. Canyon City-Burns Road discussed.</p> <p>Completion of Ochoco Highway and Heppner Spray Road endorsed.</p>
2610		<p>Maintenance on Canyon City-Burns Road considered.</p> <p>Malheur County. Harper-Tunnel Section ordered advertised.</p> <p>Clatsop and Tillamook Counties. Coast route between Nehalem and Cannon Beach urged instead of inside route for Roosevelt Highway.</p>
2611		<p>Lincoln County. Alsea Highway. Forest highway project at Waldport, location discussed; county relieved of cooperation.</p> <p>Roosevelt Highway, guard fence requested near Otter Crest.</p> <p>Sanitary conveniences requested at Otter Crest and Rocky Creek.</p> <p>Roosevelt Highway. Resolution urging issuance of \$5,000,000 bonds in 1930.</p> <p>Lane County. Greenleaf Creek-Low Pass Summit Section; contractor and surety presented matter of shortage of rock in quarry.</p>
2612		<p>Awards of contracts:</p> <p>Pleasant Valley-Durkee Section;</p> <p>Lincoln County Line-Alsea Mountain Section;</p> <p>East Forest Boundary-Silver Lake Section;</p> <p>Nimrod-Belknap Springs Section;</p> <p>Yachats-Lane County Line Section;</p> <p>Ranger Station-Bryant Hill Section;</p> <p>Bridge over Rogue River;</p> <p>Concession privileges at Clatsop Crest Park.</p> <p>Umatilla County. Morrow County Line-Umatilla Section, protest of George Abraham against payment of engineering penalty.</p> <p>Minutes of October 28, 29 and 30, 1929 approved.</p>

Page	Date	Subject
2612	Dec. 12	<p>North Umpqua-Diamond Lake Highway Improvement District; resolution approving amended boundaries and form of petition.</p>
2615		<p>Coos County. Riverton-Bandon-South resurfacing project; quarry unsuitable, substitution of gravel and assignment of contract requested.</p> <p>Parks Engineer Boardman, report on activities for month.</p> <p>Curry County. Authority to negotiate for purchase of park site immediately south of Hunters Creek.</p> <p>Hood River County. Park site at Starvation Falls and Cabin Creek; purchase discussed; condemnation authorized if offer not accepted.</p>
2616	Dec. 13	<p>Forest highway program for 1930. Joint conference held. Program agreed upon.</p>
2617		<p>Surveys recommended. County cooperation offered on Diamond Lake Highway.</p> <p>Forest highway system map, definite adoption requested.</p> <p>Canyon City-Burns Highway, maintenance of county sections discussed with Bureau officials.</p> <p>Lake County. Unit from Silver Lake (town) to foot of grade on north side of Picture Rock Pass requested.</p> <p>Engineer to furnish county with statement of cooperative account on Fremont Highway.</p> <p>Multnomah County. State requested to take over state highway routes in Multnomah County.</p>
2618		<p>Klamath County. The Dalles-California Highway; petition for oiling Merrill-State Line Section received.</p> <p>Umatilla County. Petition for oiling 10 miles of Cold Springs Highway received.</p> <p>Oiling program for 1930 discussed.</p> <p>Projects authorized:</p> <p>Glenada South, grading;</p> <p>Sutton Lake-Berry Creek;</p> <p>Bridge at mouth of Rogue River;</p> <p>Yaquina Bay-South Beach, ferry slip and embankment;</p> <p>Alsea Bay, ferry slip on north side;</p> <p>Barnhouse Ranch-John Day Highway Junction, grading;</p> <p>Railroad Tunnel-Harper, grading.</p>
2619		<p>Tillamook County. New location from Tillamook north proposed involving bridge over Wilson River and overhead crossing of railroad.</p> <p>Clackamas County. Multnomah County Line-Oswego widening and straightening project authorized.</p> <p>Washington County. Multnomah County Line-Beaverton Section paving project ordered advertised.</p> <p>Clackamas County. Multnomah County Line-Sandy paving project authorized contingent upon additional federal aid.</p> <p>Hood River County. Hood River-Van Horn paving project authorized contingent upon additional federal aid.</p>

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2619 Dec. 13 Washington County. West Side Pacific Highway, report on cost of embankment at Tualatin River bridge and Cedar Creek, also across Onion Flat. Estimate authorized for widening from Multnomah County line to Middleton.
Linn County. Pacific Highway, estimate authorized for widening between Albany and Halsey.
Coos County. Russell Point location adopted for Coos Bay ferry crossing.
Riverton-Bandon-South resurfacing contract; assignment by Newport and Pyle to F. J. Kernan approved by Commission.
2620 Josephine County. Rogue River bridge contract awarded to Northwest Contract Company.
Audit of accounts. Secretary of State to be asked whether agreeable to him for Commission to employ firm of certified public accountants.
Traffic officers. Secretary of State requested to audit and pay in first instance payrolls and expense accounts.
Central Oregon Highway. Alternate locations between Burns and Juntura discussed.
Umatilla County. Survey of Wallula Cut-off ordered.
Multnomah County. Order received providing for return of unused balance from fund advanced by Commission for Denver Avenue approach construction.
Next meeting set for January 16.
Extensions of time:

2621

Clackamas Construction Company, Scottsburg bridge;
John J. Dann, Lebanon-Shea's Hill Section;
Kuckenberg-Wittman Company, Deschutes River bridge at Maupin;
Joslin & McAllister, Baker-Pleasant Valley Section;
J. W. & J. R. Hillstrom, Snake River Slides Section;
G. C. Johnson, Pilot Butte-Horse Ridge Section;
Clackamas Construction Co., Skipanon River bridge;
Rudolf K. Krausse, bridge over Central Oregon Canal;
W. D. Miller Construction Company, Klamath Falls-Lakeview Junction Section;
Earl L. McNutt, McKenzie River and Gate Creek bridge approaches;
Rigdon Bros., Salmon River bridge;
2622 Clackamas Construction Company, bridge at Gnat Creek and culvert at Ferris Creek.

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Jan. 15 Secretary of State Hoss, conference re check-in stations for traffic officers.
League of Oregon Cities. Executive committee to hold conference with Commission at February meeting.
Portland. Commission asked to cooperate on construction of Fourth Street entrance into city from south.
2623 Grant County. Request that state include two market road units in contract for surfacing Mountain Rest-Little Beech Creek Section approved.

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2623 Jan. 15 Gasoline, lubricating oils, road oils and asphalt, Equipment Engineer to secure quotations.
Forest highway program discussed. Definite adoption of forest highway system deferred. Union Creek-Diamond Lake Road recommended. Supplementary forest highway program discussed and following tentatively agreed upon:
Poison Creek-Burns Section, Canyon City-Burns Road;
West Forest Boundary to East Forest Boundary, Fremont Highway;
Rose Lodge-West Section grading and Salmon River Bridge, Salmon River Highway;
Berry Creek-Sutton Lake Section, grading;
Gardiner North, Roosevelt Coast Highway.
Santiam and Willamette Forest Highway projects discussed.
2624 Heppner-Spray project, survey of remaining unfinished unit agreed upon.
Canyon City-Burns forest highway project, extension to John Day suggested.
Jackson County. Medford-Phoenix paving project; proposal to change from concrete to bituminous rejected.
Oiling equipment, purchase authorized.
Equipment for general purposes, purchase authorized.
Parks Engineer Boardman's report:
F. W. Miles, 40 acres on Columbia River Highway $1\frac{1}{2}$ miles east of Hood River;
Proposed park site on Mt. Hood Highway crossing of East Fork;
Survey and cruise of timber adjoining Salmon River Highway;
2625 Silver Creek Falls, preliminary report;
Request from people of Unity that $N\frac{1}{2}$ of Sec. 34, T. 11 S. R. 35 E. be set aside for recreational purposes.
Helnick Park. Proposal of Lions Club of Monmouth to cooperate in improvement.
Agate Beach. Loop road near lighthouse; request declined.
John Day Highway. Continuation of oiling operations south of Fossil; request declined.
Columbia River bridge at Astoria; Commission's position on privately owned toll bridges reaffirmed.
Bituminous macadam program for 1930 discussed and projects agreed upon.
2626 Jan. 16 Proposals opened on following projects:
Jenny Creek-Keno Section, resurfacing;
Nimrod-Belknap Springs Section, surfacing;
2627 Yaquina Bay-South Beach Section, ferry slip and grading;
Multnomah County Line-Beaverton Section, paving;
Barnhouse Ranch-Picture Gorge Section, grading;
2628 Bridge over Beaver Creek near Rainier;
Bridge over mouth of Rogue River at Gold Beach.

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2628	Jan. 16	Lake County. Unit between Silver Lake (town) and foot of hill on north side of Picture Rock Pass, grading asked.
2629		North Santiam Road. Survey between Mill City and Niagara authorized; to be paid for by Marion County.
		Harney County. Commission asked to help in securing timber tract on Poison Creek from Government.
		Douglas County. Roosevelt Coast Highway; county asked to cooperate.
		Sherman Highway. Oiling requested between Sherman-Wasco County Line and Dalles-California Highway.
		Weston-Elgin Road. Establishment as state highway requested; deed for toll road property presented to Commission.
2630		Tillamook County. Roosevelt Coast Highway, project at north city limits of Tillamook discussed.
		Wasco County. The Dalles-Mt. Hood connection requested if forest highway appropriation is increased.
		Claim presented by T. Leland Brown, attorney for N. Akita, for injury to the son of Mr. Akita.
		Josephine County. Rogue River bridge at Grants Pass, extension of time given contractor to secure bond.
2631		Curry County. Oiling requested between Gold Beach and Brookings.
		Klamath County. Survey of alternate route for north entrance of Dalles-California Highway into Klamath Falls authorized.
		Coos and Curry Counties. Rogue River Highway Improvement District; date for hearing to be fixed at next meeting.
		Lane County. Commission requested to take over and improve unit of Willamette Highway between Goshen and Pleasant Hill.
		Multnomah County. Resolution requesting Commission to take over Columbia River Highway from east county line to 82d St.
2632		Resolution adopting and designating as state highway.
2634		Projects authorized for 1930 program:
		Portland-Hood River County Line, non-skid surface treatment;
		Albany-Halsey, grade widening;
2635		Monmouth-Rickreall, grade widening;
		Wapinitia-Dalles-California Highway Junction, grading;
		Necanicum River bridge and approaches;
		Kamela-Hilgard, resurfacing;
		Projects for next meeting:
		Tunnel-Harper Section, grading;
		Glenada-Douglas County Line Section, grading;
		Kodyville-Pioneer Mountain Section, grade widening;
		Denmark-Port Orford Section, grade widening and resurfacing;
		Ferry slip, north side of Alsea Bay;
		Klamath River bridge at Keno;
		Wahanna Creek bridge;
		Necanicum River bridge;
		Vale Oiling Project;
		Klamath Falls bituminous macadam project.

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2635	Jan. 16	Wasco and Sherman Counties. Survey for widening and revision between Dillon and Sherman Highway Junction authorized. Survey of Sherman Highway for widening and drainage authorized.
		Lincoln County. Engineer to investigate operation of ferries by contract or with state owned boats.
		Clatsop and Tillamook Counties. Commission asked to defer consideration of completion of coast route between Cannon Beach Junction and Wheeler and turning present highway back to counties.
2636		Lane County. Request of Obsidians, Inc. that McKenzie Highway be kept open as far as Pole Bridge declined. Next meeting February 27, 1930.
		Awards of contracts:
		Yaquina Bay-South Beach Ferry slip and grading;
		Nimrod-Belknap Springs Section, resurfacing;
		Jenny Creek-Keno Section, grade widening and resurfacing;
		Multnomah County Line-Beaverton Section, paving;
		Barnhouse Ranch-Picture Gorge Section, grading;
		Beaver Creek bridge;
		Rogue River bridge at Gold Beach.
		Baker County. Contract for grade widening and resurfacing Pleasant Valley-Lurkee Section, award confirmed.
2637		Minutes of December 12, 1929 approved.
		Lincoln County. Plans for bridge across Lint Slough approved by Commission.
		Wasco County. Remonstrance against adoption of survey of Wapinitia Cutoff received.
		Extensions of time:
		John Slotte & Co., Big Noise Creek-Gnat Creek Section;
		G. C. Johnson, Pilot Butte-Horse Ridge Section.
		Josephine County. Resolution covering acquisition of right of way at north end of bridge across Rogue River at Grants Pass.
2639		Lane County. Resolution covering acquisition of right of way for Siuslaw Highway between Rainrock and Cushman, through lands of Ray and Ethel Walker and George and Anna Nealson.
2642		Resolution covering acquisition of right of way for Siuslaw Highway between Rainrock and Cushman through lands of Siuslaw Mill Company, S. W. Morrison and S. W. Morrison, Jr.
2645		Curry County. Resolution covering acquisition of right of way for bridge over Rogue River.
2650		John Day Highway. Load limit reduced between Unity and Prairie City.
2651		Old Oregon Trail. Load limit reduced between Baker and North Powder.
2652		The Dalles-California Highway. Load limit reduced between Seufert and Sherman Highway junction.

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2654	Jan. 16	Sherman Highway. Load limit reduced between Biggs and Dalles-California Highway Junction. Mt. Hood Highway. Load limit reduced between Hood River and Parkdale.
2655		Siuslaw Highway. Load limit reduced between Low Pass Summit and Cheshire. Willamette Highway. Load limit reduced between Goshen and Lowell.
2656	Feb. 20	Lane County. Nimrod-Belknap Springs Section; Willamette Contracting Co. request that bid bond be returned without forfeit. Resolution declaring this company in default and forfeiting bond.
2658		Nimrod-Belknap Springs Section ordered readvertised. Deschutes, Clackamas and Multnomah Counties. No charge for snow removal work. Jackson County. Crater Lake Highway; line change between Prospect and Rogue River bridge ordered. Douglas County. Additional cooperation on Roosevelt Coast Highway north of Gardiner. Snow removal operations. Appreciation of work done by employees. Commissioner Sawyer asked to return to Washington from New York City re forest highway and Federal aid appropriations. Lane County. McKenzie, Siuslaw and Willamette Highways; load limit orders of January 16 rescinded and new order made.
2660		Old Oregon Trail. Load limit reduced between Pendleton and Kamela.
2662	Feb. 27	Proposals opened on following projects: Denmark-Port Orford Section, regrading and resurfacing; Jenny Creek-Keno Section, surfacing; Klamath Falls Bituminous Macadam Project; Glenada-Douglas County Line Section, grading; Vale Oiling Project; Portland-Hood River Section, broken stone in stock piles; Kamela-Hilgard Section, surfacing; Willamette Valley Rock production project; Bridges over Necanicum River and Wahanna Creek; Bridge over Klamath River at Keno; Dismantle old bridge at Springfield and reconstruct over Coast Fork of Willamette River near Creswell; Culvert over Rockaway Creek; Bridge over Grande Ronde River.
2663		Benton County. Pavement requested on Corvallis-Newport Highway from Corvallis to junction with Alsea Highway.
2664		Wallowa County. Forest road up Little Sheep Creek; Commission asked to interest themselves.
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2667		Douglas County. Tahkenitch-Gardiner Summit Section requested and cooperation discussed.

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2667	Feb. 27	Lane County. Completion of Siuslaw Highway east of Cheshire asked. Malheur County. Tunnel-Harper and Harper-Burrelle Units; report on right of way. Tunnel-Harper Unit ordered advertised. Decision on route at Juntura requested. Commission invited to attend celebration at Vale on March 16.
2668		Umatilla County. Delegation asking routing Wallula Cut-off through Hermiston. Portland to beaches highway. Delegation present. Surveys over different routes requested; Wilson River route requested; Cornelius Pass route requested; North Plains route requested. Preference over Roosevelt Highway discussed.
2669		Lake County. Unit between Silver Lake (town) and foot of Picture Rock Pass requested; county cooperation offered. Engineer to furnish statement of estimated county share on surfacing of Lakeview-California Line Project. Marion County. North Santiam Forest Highway project; county cooperation available. Lincoln County. Widening of Alsea Highway between Fall Creek and Waldport and Corvallis-Newport Highway east of Toledo requested. Announcement of awards: Bridge over Wahanna Creek, bridge over farm road crossing and bridge over Necanicum River; Culvert at Rockaway Creek; Bridge over Grande Ronde River; Bridge over Coast Fork of Willamette River near Creswell; Bridge over Klamath River near Keno; Kamela-Hilgard Section, surfacing; Portland-Hood River Section, furnishing broken stone; Klamath Falls bituminous macadam project; Vale oiling project; Glenada-Douglas County Line Section, grading; Jenny Creek-Keno Section, surfacing; Denmark-Port Orford Section, regrading and resurfacing; Willamette Valley Rock Production Project; Unit "B" Lake County Line-Gap Ranch Section, rock cut, (award confirmed).
2670		Tillamook County. Tillamook-Kilchis River project discussed. City cooperation accepted and project authorized. Wilson River-Kilchis River project authorized.
2671		League of Oregon Cities. Proposal to turn over to cities part of gasoline tax for maintenance of city streets over which highways are routed. Wapinitia Highway. Abandonment of proposed cut-off line and use of present market road asked.

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2671	Feb. 27	Josephine County. Rogue River bridge at Grants Pass; Northwest Contract Company declared in default and contract awarded to second bidder, John K. Holt.
2672		Deposit check to be returned on payment of difference between first and second bids. Projects authorized: Mountain Rest-Little Beech Creek Section, surfacing, combined with two Grant County Market Road projects; Railroad Tunnel-Harper Section, grading; Dry River-Millican Section, grading; Gardiner Summit-Lake Tahkenitch Outlet Section, grading; Eddyville-Pioneer Mountain Section, grade widening; Multnomah County Line-Oswego Section, grade widening and revision; Tangent-Shedd Section, grade widening; Monmouth-Rickreall Section, grade widening; Alsea Ferry Slip and approaches; Larson Slough bridge. Deschutes County. Bend-Horse Ridge surfacing discussed. Engineer to find out if Commissioner Sawyer is favorable to purchase of land for cinder pit on north side of Pilot Butte. Minutes of January 15, 16 and February 20, 1930 approved. Gasoline, lubricating oils and greases, road oils and asphalt for 1930, report on bids satisfactory to Commission and recommended to Board of Control. Coos County. Request of Glasgow Coal, Land & Lumber Co. for further time to consider filing formal remonstrance against Russell Point location. Clatsop and Tillamook Counties. Petition asking that inside route be retained as state highway and not turned back to counties in favor of outside route. Oregon-Washington Coast Empire Association, invitation to attend meeting in Astoria received. Eugene Chamber of Commerce; request that State Highway Engineer survey two routes in and out of Eugene for Pacific Highway. Klamath County. Poe Valley-Malin Market Road No. 18 approved. Wallowa County. Downs Market Road No. 22 approved. Lane County. Moon Bros. defaulted bid on Lowell-Goodman Creek Section; compromised recommended by Attorney. Clackamas County. Resolution re exchange of lands for right of way on Pacific Highway south of Canemah with Southern Pacific Company. 2693 Coos and Curry Counties. Request for hearing on boundaries of proposed Rogue River Highway Improvement District postponed. 2694 Park program discussed with Parks Engineer Boardman.

<u>Page</u>	<u>Date</u>	<u>Subject</u>
	1930	
2694	Feb. 27	Hood River County. Park site at crossing of East Fork of Hood River on Mt. Hood Highway; purchase approved. Curry County. Roadway to Cape Sebastian Park, construction urged by C. H. Buffington. Humburg Mountain Park site; Secretary instructed to request State Land Board to secure lands by exchange for state scrip. Wasco County. Dufur Chamber of Commerce requesting consideration of merits of connection with Dufur for proposed connection with Mt. Hood Loop from The Dalles. Next meeting Thursday, March 27, 1930. Clackamas County. Multnomah County Line-Oswego grade widening and revision; location adopted and project authorized. Washington County. Multnomah County Line-Middleton grade widening project approved. 2695 Douglas County. New bridge at Myrtle Creek authorized. Lane County. New bridge at Camas Swale authorized. New bridges authorized on Roosevelt Coast Highway at Siltcoos River and Sutton Lake. Umatilla County. Construction of comfort station at Emigrant Park authorized. Jackson County. Maps submitted showing proposed revision of Pacific Highway from Siskiyou Summit to California state line and between Tolo and Medford. Umatilla County. Load limit reduced between Pendleton and Kamela on Old Oregon Trail. 2696 Extension of time: Rigdon Bros., Salmon River bridge, Mt. Hood Highway. 2697 Mar. 27 Proposals received on following: Multnomah County Line-Oswego Section, regrading; Cannon Beach Junction-Nehalem Summit Section, surfacing; 2698 Tahkenitch-Gardiner Summit Section, grading; Scottsburg-Burchard Creek Section, grading; Mountain Rest-Little Beech Creek Section, surfacing; 2699 Nimrod-Belknap Springs Section, surfacing; Tunnel-Harper Section, grading; The Dalles Oiling Project; Bridge over Larson Slough; 2700 Bridges over Wells, Golden and Burchard Creeks; Bridge over Klamath River at Keno; Ferry slip and approaches on north side of Alsea Bay; Bridge over Little Pudding River; Moving buildings at Houlton. 2701 Nestucca Highway Improvement District, revision of boundaries requested; approved by Commission. 2702 Coos County. Statement filed opposing Russell Point location and favoring present location for ferry approach. Bureau of Public Roads representatives present in interest of following projects:

Page	Date	Subject
	1930	
2702	Mar. 27	Century Drive, survey requested; Sand Creek connection to Crater Lake National Park, oiling agreed upon; Soda Mountain Section, grading, further funds needed. Washington County, bridle path along Canyon Road between Sylvan and Beaverton. Marion County. North Santiam Highway, consideration asked if additional forest funds are made available this year; cooperation discussed.
2703		Douglas County. Tiller-Trail Road, county funds available; inclusion in forest highway program requested. Lincoln County. Proposed park site south of Yachats River discussed with Geo. E. Frost. S. C. Lancaster, request for appointment as consulting engineer to make studies of changes in Columbia River Highway. Grant County. Mountain Rest-Little Beech Creek Section, request of Hart Construction Company to withdraw bid declined by Commission.
2704		Washington County. Super highway from Hillsboro to Canyon Road; attention of Commission called to petition previously filed. Linn County. Santiam Highway, state to pay for bridges over Canyon Creek and Wolf Creek. Baker County. Request for approval of billboard sign at Huntington declined. State Game Commission. Claim of State Highway Commission for snow removal on Diamond Lake Road not paid and ordered presented again. Announcement of awards of contracts: Multnomah County Line-Oswego Section, grading; Cannon Beach Junction-Nehalem Summit Section, broken stone; Tahkenitch-Gardiner Summit Section, grading; Scottsburg-Burchard Creek Section, grading; Mountain Rest-Little Beech Creek Section, surfacing; Nimrod-Belknap Springs Section, resurfacing and furnishing materials for maintenance; Tunnel-Harper Section, grading; The Dalles Oiling Project; Bridge over Larson Slough; Bridge over Wells Creek and culverts over Golden Creek and Burchard Creek; Bridge over Klamath River at Keno; Ferry slip and approaches on north side of Alsea Bay; Bridge over Little Pudding River; Moving buildings at Houlton.
2705		Wasco County. Wapinitia Cut-off location adopted, purchase of right of way and grading of project authorized. Lane County. Connection of Siuslaw Highway east of Cheshire, matter deferred until report is prepared.
2706		

Page	Date	Subject
	1930	
2706	Mar. 27	Klamath County. Merrill-State Line Section to be resurfaced before oiling. Curry County. Gold Beach-Myers Creek Section to be resurfaced before oiling. Tillamook County. Purchase of maintenance patrol station site at Hebo authorized. Minutes of February 27, 1930 approved. Awards confirmed: Wahanna Creek bridge, Necanicum River bridge and farm road crossing; Portland-Hood River Section, furnishing broken stone; Klamath Falls bituminous macadam project; Vale oiling project; Denmark-Port Orford Section, grade widening and re-surfacing; Willamette Valley Rock Production Project. Harney County. Central Oregon Highway, location between Gap Ranch and Sage Hen Hill adopted.
2707		Klamath County. Protest against proposed location of The Dalles-California Highway north of Klamath Falls filed. Multnomah County. Request of Forest Service for helper to caretaker at Eagle Creek Campgrounds declined. Polk County. Helmick Park, improvement discussed; engineer to cooperate with Monmouth Lions Club. Tillamook County. Purchase of Botts property on west shore of Lake Lytle authorized.
2708		Curry County. Park site at Port Orford; Mr. Boardman to determine what lands could be bought for. Peter Skene Ogden Park. Permit to sell photographs and post cards requested by M. L. Cowherd. Congressman Hawley. Commissioner Sawyer to answer letter concerning S 3557. Union County. Additions to market road system approved: No. 2 Union-High Valley, No. 25 Elgin-Phillips Creek, No. 26 Union to Union Junction, No. 27 Imbler-Brooks Corner-Summerville, No. 28 Summerville-Pumpkin Ridge School.
2709		Linn County. Extension of Market Road No. 5 approved. Klamath County. Reimbursement authorized for additional right of way purchased from Swan Lake Moulding Co. Oregon-Washington Coast Empire Association, meeting for formation; commissioners to attend. Longview Columbia River bridge dedication; Commission to attend. Coos County. County road north of North Bend taken over as part of state highway system. Extension of time: C. E. Silbaugh, Hines Mill-Burns Section.

Page	Date	Subject
	1930	
2710	March 27	Baker County. Resolution covering acquisition of right of way for Pleasant Valley-Durkee Section of Old Oregon Trail from John Troy.
2717		Washington County. Resolution relating to acquisition of right of way for Tualatin Valley Highway from F. C. Marshall.
2719		Columbia County. Resolution re quitclaim deeds for property at St. Helens.
2719B		Next meeting April 24, 1930.

Portland, Oregon, April 19, 1929.

The Commission met in Room 520 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

Bids were opened and read on the following projects:

PACIFIC HIGHWAY
CANEMAH-NEW ERA SECTION - PAVING

George C. Arenz	\$142,612.50
I. L. Young	145,672.50
Edlefsen-Weygandt Co.	149,685.00
J. F. Shea Company	161,145.00
John Slotte & Co.	163,795.00
La Pointe Construction Co.	176,485.00
J. C. Compton	182,507.50

CENTRAL OREGON HIGHWAY
PILOT BUTTE-HORSE RIDGE SECTION - REGRADING

G. C. Johnson	\$ 77,777.00
Swartley Bros.	81,340.00
J. A. Terteling & Sons	86,769.50
Johnson Bros. Co.	90,535.68
G. I. Stebbins	94,682.90
Ryberg, McHugh & Cowley	97,843.00
Earl L. McNutt	99,775.00
J. F. Shea Co.	118,961.00
W. H. Puckett Co.	120,851.50

FREMONT HIGHWAY
LAKEVIEW-CALIFORNIA LINE SECTION - GRADING

M. P. Pou	\$19,128.50
Earl L. McNutt	21,250.00
Wm. Wilkens	24,290.20

ROOSEVELT COAST HIGHWAY
BRIDGE OVER SKIPANON RIVER

	Alternate "A"	Alternate "B"
Clackamas Construction Co.	\$13,338.60	\$14,538.60
Wagner & Gordon	14,383.50	15,393.50
J. F. Johnston	14,492.50	16,792.50
Trullinger & Mattson	15,147.00	17,657.00

Cont'd

APR 19 1929

Bridge over Skipanon River - cont'd

O. N. Pierce	\$15,685.40	\$17,885.40
Rohaut & Gearhart	15,748.50	17,198.50
Gilpin Construction Co.	16,061.10	17,761.10
Henry Makela & Son	16,161.37	17,992.37
Rigdon Bros.	16,978.00	18,978.00
L. C. Mart	17,020.00	19,900.00
John Slotte & Co.	23,037.50	24,537.50

Fred Brady of the Warren Brothers Company interrupted the regular proceedings to say, "On February 27, 1924, the Attorney General gave an opinion in connection with the paving of the Albany-Corvallis project which held that bids on more than one type should be called for. On the Canemah-New Era job you have asked for bids on Portland cement concrete only. We are either right or wrong in this contention, and I am stating this that the A. G. C. and others may take it up. I am submitting this to your legal department. I feel that the Warren Brothers Company is being discriminated against."

Former Judge Patterson of Grant County, representing the Commercial Club of Canyon City, with C. R. Schmidt, Herman Oliver and E. L. Knox, representing the Commercial Club of John Day, asked if the Commission would refuse to permit the expenditure of Grant County Market Road funds on the Hot Springs-Little Beech Creek Unit of the Pendleton-John Day Highway, 3.5 miles in length. The Commission replied that the law did not give them authority to designate on what part of the market road system the market road funds should be expended. That was the function of the County Court. Judge Patterson stated that two years ago the representatives of the town of John Day filed a request for a survey from the mouth of Little Beech Creek to John Day, stating that they would secure the right of way required. The survey has been made by the state and estimates prepared. The right of way for three-quarters of the distance has been secured. The owners of the balance refuse to negotiate. The John Day people would like to have the grading done this year. The Chairman stated that the Commission were well aware of the situation and at the proper time will put it on the program.

C. H. Miller of Redmond headed a delegation urging the completion of the Mitchell-Dayville Unit of the Ochoco Highway. Others in the party were Dan W. Fisk and W. R. Clark of Prairie City, R. N. Misener and A. King of Mitchell, H. T. Smith, C. W. Woodruff, L. M. Bechtell and Donald R. Graham of Prineville, R. E. Wright, County Commissioner of Wheeler County, R. A. Ford of Dayville and James Stewart of Salem. Mr. Miller stated that they would like to see bids called for the next unit before the present contract is completed. County Commissioner Wright stated that Wheeler County would secure the right of way for additional projects as needed but did not want to put up any more money than necessary. Chairman Van Duzer stated that the Mitchell-Dayville Section is a continuing project and the Commission expected to proceed as fast as funds are available.

Stanley Myers, District Attorney for Multnomah County, presented a letter to the Commission concerning payment to Multnomah County of the amount due on the Interstate Bridge on April 1, 1929 in which claim was made for the full \$125,000. The Commission were of the opinion that inasmuch as the work contemplated under the agreement had been placed under contract for a substantial amount less than the estimates that only the approximate amount due should be paid, the final adjustment to be made on completion of the projects. Mr. Myers stated that he would report that back to the Board of County Commissioners.

J. L. Franzen, City Manager, E. E. Brodie, O. D. Eby, John R. Humphrys and Senator L. E. Jones of Oregon City asked the Commission that while the paving between Canemah and New Era is in progress that the previous arrangement in effect during the grading operations be reversed and south bound instead of north bound traffic be routed over the detour. The stated object in this was to bring the tourist traffic through Oregon City. The Commission objected to this arrangement since it would mean crossing traffic at both ends which would introduce a traffic hazard. It was finally agreed to maintain the traffic arrangements previously in effect; i. e., south bound traffic to follow the pavement and north bound traffic take the detour. However, at Fifth and Washington Streets, Oregon City, the detour signs were to be placed so as to route north bound tourist traffic west through the downtown part of Oregon City.

Judge Gillette of Josephine County asked that the Rogue River bridge be commenced this fall. He stated that the County would get the right of way. The Commission advised him that the contract would be let this fall.

Geo. K. Aiken of Ontario and County Commissioner Morgan of Malheur County were present in the interest of the Snake River Bridge at Nyssa. Mr. Aiken stated that two months ago Mr. J. D. Wood, Commissioner of Public Works of Idaho, had agreed to cooperate equally on the cost of repairs on this bridge, but later, on account of heavy maintenance expenditures in their state, did not want to make a definite agreement on this structure until he had had a conference with the Oregon Commission to determine the policy of the two states relative to interstate bridges across the Snake River. The Chairman stated that he thought that the proper thing to do was to arrange a conference with the Idaho officials. Mr. Aiken was authorized to invite Mr. Wood to the next meeting.

Neil Malarkey, attorney for J. W. Waterhouse, stated that his client desires to construct at his own expense a bridge across Oregon Slough from the mainland to Sand Island about 600 feet upstream from the Portland Electric Power Company structure, and requested the approval of the Commission. After consideration, Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, J. W. Waterhouse contemplates the construction of a bridge across Oregon Slough in Multnomah County, State of Oregon, which said bridge is to be constructed at a site 600 feet

above the trestle bridge of the Portland Electric Power Company and the said J. W. Waterhouse has submitted to the Oregon State Highway Commission for approval the plans of said bridge, including the elevation thereof and showing the clearance provided for in such plan, which said approval is requested under the provisions of Chapter 189, General Laws of Oregon, 1925, and

WHEREAS, after due consideration the commission finds the said plans to be satisfactory both with respect to design and the elevation and available clearance,

THEREFORE, BE IT RESOLVED, by the Oregon State Highway Commission, in regular session assembled, all members being present, that the plans submitted for the construction of said bridge be and the same are hereby approved both with respect to design and elevation and available clearance.

The motion was duly seconded and carried.

H. P. Arnest, Attorney for Guy F. Atkinson, stated that the general method of the adjustment of the Atkinson claim was acceptable with one exception - he wanted the case tried in Multnomah County rather than Tillamook County as had been suggested by the Commission, because the judge in that district was not acceptable. The Chairman stated that the matter would be discussed further with the Attorney.

Ira L. Withrow, Chairman, with J. C. Barry, Secretary, and John Boyer, W. G. Jacobs and Chas. Nelson, members of the Board of Trustees of the Salmon River-Grande Ronde Highway Improvement District, accompanied by C. M. Warren, former Chairman, stated that the district has spent all its available funds in grading a high standard road from Grande Ronde to the Lincoln County line, but there were no funds to surface it. They asked the Commission if there was not some way in which the State could help finish the work. Chairman Van Duzer replied, "At the present time there is nothing we can do. It is not a state highway."

L. L. Levings, Chairman of the Road Committee of the Oak Grove Community Club, accompanied by John Risley, John Oatfield, O. F. Dillman and _____ Roebling, stated the need for an improved road on the east side of the river between Oregon City and Portland. Mr. Levings urged an application for federal aid on the project. Chairman Van Duzer said, "That has been in the mind of the Commission for some time, but if federal aid is secured, are the Road District and Clackamas County prepared to finance the balance of the cost? Mr. Levings replied, "No, they are not." The Chairman continued, "The Commission appreciates the desirability of the East Side Road, but has not the funds to spend on it at this time." Mr. Levings then said, "I pledge that our community will lend our influence to get all the cooperation possible from the county." After consideration the Commission agreed to submit an application to the Bureau of Public Roads for approval of the inclusion of this project in the Federal Aid System of Oregon.

A delegation from Linn County was present in the interest of the Santiam Forest Highway Project, consisting of S. J. Stewart, W. E. Bohle, A. F. Wilson, P. A. Mitchell, H. C. Miller and N. E. Irvine of Lebanon, Edgar Bloom of Redmond, F. J. Miller, A. M. Hammer and J. H. Ralston of Albany, with Judge Payne and Commissioners Renninger and Warren of the Linn County Court. Messrs. C. M. Granger and P. H. Dater were present as representatives of the Forest Service, and W. H. Lynch, J. A. Elliott and H. D. Farmer, of the Bureau of Public Roads. Mr. Ralston stated that Linn County had \$70,000 in cash available for cooperation and wanted it expended this year, the County to be given credit later on a 25 per cent basis. Judge Payne stated that the County would have \$60,000 next year for cooperation on the same basis. When asked by Chairman Van Duzer to express his views, Mr. Granger replied, "I feel that this is a matter which chiefly concerns the needs of the state for another road across the mountains as seen by the State Highway Commission. I do not think there is sufficient service to the National Forest to justify embarking on a project such as this would be and applying forest funds on it which could be used for more urgent need elsewhere. Perhaps the passage of the Oddie-Colton Bill would make available more forest funds and put this project in a more favorable position." Chairman Van Duzer asked if the county money could not be spent without definitely deciding on the basis of cooperation now. Mr. Ralston asked, "What do you consider fair cooperation?" Mr. Granger answered, "I am not prepared to say at this time. This project is such an expensive one and there are other projects which are being urgently sought and I think we have to leave this in a fluid state depending on the progress of the program. We have never committed ourselves so far in the future. These forest projects come up from year to year and the decision on the program is made each year." Mr. Ralston continued, "The funds are available this year and must be spent." Commissioner Sawyer stated, "Of course, you would like to arrange for a cooperative basis, but failing in that you could proceed on a basis of going as far as the funds would carry." Judge Payne stated that the money was voted on an understanding that it would be matched on a 25-75 per cent basis. Mr. Granger expressed the view that the Government cooperation should vary according to the resources which are within the National Forest served by the proposed road. Commissioner Sawyer replied, "Taking into consideration Mr. Granger's statement, it would amount to asking the Commission to take 60 to 65 per cent. That is rather heavy cooperation to ask of the state." A suggestion was made by Mr. Ralston to cut the cost by reducing the width and standards, but this suggestion did not meet with favor. F. J. Miller stated that he considered Mr. Granger's position reasonable and that he could appreciate why it was undesirable from the State and Government viewpoint to tie up a large project on an agreed basis of cooperation but that he hoped a way would be found to accept the county money and use it in the construction of the road. Commissioner Gates asked, "Would you be willing to have the State Highway Commission take your \$70,000 and spend it on this condition: that if and when the time arrived and we could agree on a basis of cooperation, then and then only your credit would apply?" Mr. Miller replied, "I am not in a position to answer your question since I am not on the County Board." Edgar Bloom of the Redmond Chamber of Commerce spoke in favor of the road from an Eastern Oregon viewpoint. Mr. Ralston further said that the Linn County people were not asking a large expenditure

all at once but would like to have something done each year. He offered the suggestion that the state and federal cooperation could be expended first on the east end extending the road into Jefferson County to open up the recreational area in the vicinity of Suttle's Lake, with the understanding that the entire road eventually would be completed. Chairman Van Duzer stated in behalf of the Commission that the project was a large one and that a decision could not be reached quickly. He suggested that the delegation think the matter over further.

Judge Siegmund and Commissioners Smith and Porter of Marion County offered to pay for one-half of the cost of the survey of the North Santiam forest project between Detroit and the junction with the South Santiam forest project near Lost Lake Saddle. This cooperative offer was accepted by the representatives of the Bureau of Public Roads and the Forest Service and the Commission. It was understood that the work would be done during the present summer and it was agreed that the other one-half of the cost should be taken from the Government contingent fund.

Judge Siegmund with Commissioners Smith and Porter of Marion County advised that their original five year market road program had been completed in four years and that they desired to submit a new program for the approval of the Commission as follows:

Extensions to Existing Market Roads

- No. 2. Now known as the Sidney Road. Extend one mile from end of pavement to foot of Ankeny Hill.
- No. 7. Now known as the Gervais-St. Louis Road. Extend two miles to join Market Road No. 68.
- No. 8. Now known as the Hubbard-Broadacres Road. Extend eight miles to join Market Road No. 12 near Champoeg.
- No. 22. Now known as the Salem-Geer Road. Extend five miles to intersect Market Road No. 42.
- No. 24. Now known as the Salem-Wheatland Road. Extend six miles to join Market Road No. 36.
- No. 25. Now known as the Feeble-minded Institute Road. Extend four miles from Pringle School to intersection of road near Battle Creek Schoolhouse.
- No. 37. Now known as the Pacific Highway (at Brooks) to Labish Road. Extend two and one half miles to top of the hill at the Dunn home on the Hayes Ranch.
- No. 39. Now known as the Jefferson-Talbot Road. Extend three miles to proposed Market Road No. 54 near Buena Vista Ferry.
- No. 43. Now known as the Whiteaker-Drift Creek Falls Road. Extend four miles to South Silver Creek Falls.
- No. 45. Now known as the Silverton-Hadley's Ranch Road. Extend eight miles to North Silver Creek Falls.
- No. 46. Now known as the Silverton-Skaife's Ranch Road. Extend six miles to Market Road No. 43.
- No. 51. Now known as the Gervais-Simmons Church (Via Parkersville) Road. Extend South a distance of eight miles to Market Road No. 23 near Macleay.

- No. 52. Now known as the Chemawa-Hazelgreen Road. Extend four miles to join Market Road No. 26.
- No. 53. Now known as the Livesley-Halls Ferry Road. Extend four and one-half miles to Independence Ferry.
- No. 54. Now known as the Rosedale-Fairview Road. Extend six and one-half miles to Buena Vista Ferry.
- No. 57. Now known as the Woodburn-Reform School Road. Extend two miles to County line at Killen Bridge over Butte Creek.
- No. 65. Now known as the West Woodburn-Broadacres Road. Extend north five miles to county road near Butteville.

Additions to the Market Road System.

- No. 69 - $3\frac{1}{2}$ miles. To be known as the Boones Ferry Road. Beginning at Market Road No. 14 at Woodburn and extending North three and one half miles to Market Road No. 8.
- No. 70 - $3\frac{1}{2}$ miles. To be known as the Woodburn-Hubbard Road. Beginning at Woodburn and extending North three and one half miles along West side of Southern Pacific tracks to Hubbard.
- No. 71 - $3\frac{1}{2}$ miles. To be known as the St. Louis-West Woodburn Road. Beginning at old St. Louis and extending North three and one half miles to Market Road No. 14.
- No. 72 - 4 miles. To be known as the West Woodburn-Gervais-Checkerboard Road. Beginning at Pacific Highway at Checkerboard Service Station and extending North four miles to Market Road No. 14.
- No. 73 - $4\frac{1}{2}$ miles. To be known as the Mt. Angel-Gervais Road. Beginning at Mt. Angel and extending four and one half miles to Market Road No. 51.
- No. 74 - 7 miles. To be known as the Monitor-Silverton Road. Beginning at Monitor and extending seven miles to join Market Road No. 33 near Silverton.
- No. 75 - $1\frac{1}{2}$ miles. To be known as the Silverton North East Road. Beginning at the end of 2nd Street in Silverton and extending one and one half miles to proposed Market Road No. 74.
- No. 76 - $2\frac{1}{2}$ miles. To be known as the Scotts Mills-Crooked Finger Road. Beginning at end of Market Road No. 17 at Scotts Mills and extending two and one half miles South East along Crooked Finger Road.
- No. 77 - 6 miles. To be known as the Abiqua Road. Beginning at Rocky Four Corners at Market Road No. 33 and extending South East along North side of Abiqua to Leo Murray's farm, a distance of six miles.
- No. 78 - 2 miles. To be known as the Strawberry-Matheny Road. Beginning at Market Road No. 43 at Union Hill School House and extending South East two miles.
- No. 79 - 7 miles. To be known as the Victor Point Road. Beginning at Market Road No. 46 and extending seven miles to join Market Road No. 43.
- No. 80 - 3 miles. To be known as the Riches Road. Beginning at Market Road No. 42 and extending three miles East and South to join proposed Market Road No. 79.

- No. 81 - $4\frac{1}{2}$ miles. To be known as the Coon Hollow Road. Beginning at Market Road No. 30 near Sublimity and extending four and one half miles East along Coon Hollow Road.
- No. 82 - $5\frac{1}{2}$ miles. To be known as the Fern Ridge Road. Beginning at Market Road No. 30 just North of Stayton and extending East along the Fern Ridge Road to Coon Hollow Road a distance of five and one half miles.
- No. 83 - 2 miles. To be known as the Siegmund Road. Beginning at Market Road No. 31 and extending East and North two miles along Siegmund Road to Fern Ridge Road.
- No. 84 - 2 miles. To be known as the Mehama-Taylor Camp Road. Beginning at Market Road No. 31 at Mehama and extending East two miles along North Fork of Santiam to road leading to Taylor's Grove.
- No. 85 - $2\frac{1}{2}$ miles. To be known as the Heiberger-Stayton Road. Beginning at Market Road No. 30 and extending two and one-half miles West and North to Market Road No. 29.
- No. 86 - 3 miles. To be known as the Shaff Road. Beginning at Market Road No. 40 and extending due East three miles to join proposed Market Road No. 85.
- No. 87 - 5 miles. To be known as the Marion-West Stayton Road. Beginning at Marion and extending North East five miles to join Market Road No. 32.
- No. 88 - $2\frac{1}{2}$ miles. To be known as the Aumsville-Shaw Road. Beginning at Aumsville and extending North two and one half miles to join Market Road No. 23.
- No. 89 - 6 miles. To be known as the Cottage Farm-Aumsville Road. Beginning at Market Road No. 27 at Asylum Farm and extending South East six miles to Market Road No. 28 at Aumsville.
- No. 90 - $1\frac{1}{2}$ miles. To be known as the Liberty-Grabenhorst Corner Road. Beginning at Market Road No. 20 just south of Liberty and extending one and one half miles to Pacific Highway.
- No. 91 - 2 miles. To be known as the Twelfth Street Road. Beginning at City Limits of Salem at end of South 12th Street and extending south two miles to join Pacific Highway.
- No. 92 - $1\frac{1}{2}$ miles. To be known as the Pringle Road. Beginning at Pacific Highway and extending East one and one half miles to join Market Road No. 25.
- No. 93 - $4\frac{1}{2}$ miles. To be known as the Four Corners-North Road. Beginning at Market Road No. 22 at Four Corners and extending four and one half miles north to join Pacific Highway.
- No. 94 - $1\frac{3}{4}$ miles. To be known as the N. P. Williamson Road. Beginning at Market Road No. 52 at Hazelgreen Church and extending North one and three fourths miles to intersection with proposed extension of Market Road No. 37.

The Market Road Engineer reported that he had inspected the projects listed above and recommended approval by the Commission. After consideration, on motion which was carried, the Commission approved the extensions and additions to the Marion County Market Road System as requested by the Marion County Court.

Judge Barnard and Commissioner Hurd of Lane County and George W. Kelly of Eugene asked again for a $3\frac{1}{2}$ mile grading unit on the Willamette Highway east of the forest project. The Secretary brought to the attention of the Commission a petition received from residents of Lowell and vicinity urging the surfacing of the unit already graded in preference to further grading. Mr. Kelly stated that another grading unit was the more desirable. Commissioner Sawyer stated that until a survey had been made of the entire program he did not think a definite statement could be made on this project. Chairman Van Duzer said, "We are not prepared to answer your request today, but will do so as soon as we can."

The following awards of contracts were made:

Skipanon River bridge, Roosevelt Coast Highway, Clatsop County. On motion which was carried, the contract was awarded to the Clackamas Construction Company on Alternate "B" at \$14,538.60.

Canemah-New Era Section of the Pacific Highway, Clackamas County. It was announced that the low bid of George C. Arenz is acceptable, but because of legal questions which have been raised, the award will be held pending for the present.

Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County. On motion which was carried, the contract was awarded to G. C. Johnson, the low bidder, at \$77,777.00.

Lakeview-California State Line Section of the Fremont Highway in Lake County. On motion which was carried, the contract was awarded to the low bidder, M. P. Pou, at \$19,038.50.

Judge Robison, Commissioners Dunn and Kent of Lincoln County asked that the Waldport-Yachats Section of the Roosevelt Coast Highway be advertised at the next meeting. They stated that they had commenced their proceedings for acquiring right of way and thought that advertising the project would expedite negotiations. The Commission agreed to advertise for bids for the grading of this unit at the next meeting, it being understood with the members of the Lincoln County Court that if it does not appear that they will have the right of way secured, the Court will notify the Commission two weeks before the date of the meeting so that this project will not be included in the letting.

Judge Kely of Lake County asked for assurance that the unit of the Fremont Highway in Lake County extending easterly from the east end of the present forest project, Station 6555, to the East Forest Boundary would be included in the program this year. The Chairman assured him that this project is on the program.

W. B. Dennis, representing the Glasgow Land & Coal Co. and Glasgow Townsite Co., C. B. Rowe, representing the Ladd Estate Co., D. L. Buckingham, civil engineer of Marshfield, E. K. Burton, city engineer of Marshfield, R. H. Mercer, member of City Council of Eastside, Major T. F. Maginnis,

Engineer of Port of Coos Bay, and M. C. Conner, a resident of Kentuck Slough, appeared to urge the retention of the present ferry slip at Glasgow on Coos Bay rather than the new location at Russell Point recommended by the Engineer. Mr. Dennis stated that to remove the ferry landing away from Glasgow would damage the Glasgow townsite property. Mr. Buckingham showed airplane pictures which he claimed indicated adverse conditions on the Russell Point location. The Engineer pointed out that time could be saved in the present ferry operation and thus more service given by extending the approaches to the ferry slips out to the harbor line. If this is done he recommended the Russell Point site because 1200 feet of trestle would be saved. Also the roadway distance would be shortened by 3/4 of a mile. M. C. Conner urged that the Russell Point location would require greater travel distance for residents of Kentuck Slough and vicinity. The Chairman stated that the matter would be taken under advisement.

The minutes of the meetings of March 22 and March 29, 1929 were approved.

J. D. Weed, City Attorney of Condon, asked for the cooperation of the Commission in resurfacing the three blocks of pavement in Condon traversed by the John Day Highway. The city asked that the state pay for an 18 foot width, the city to pay for the balance. The Commission approved the request and referred the matter to the Engineer to work out the details.

Judge Couch of Union County appeared at the request of the Commission to discuss the matter of the old debts of Union County to the state. He presented a written statement showing that all of the funds allotted by their 1919 bond issue to the Old Oregon Trail through Union County, a total of \$388,500, had been expended in cooperation with the state on that project. The statement claimed that this amount represented the original estimate of the county share and was all the funds that the county had available for the project. On the La Grande-Wallowa Lake Highway the county had met its cooperative obligations in full. Judge Couch asked in view of these facts that the claims of the state be cancelled. After consideration the Commission voted to cancel the indebtedness of Union County as follows:

City of Union, Paving	\$ 14,652.06
Hot Lake-Union, Grading and surfacing	41,034.93
Union-Telocaset, Grading	45,064.94
Hilgard Overcrossing	4,577.99
Wolf Creek-Jimmy Creek, Bridges	7,552.12
North Powder Overcrossing	7,989.30
Perry Overcrossing	6,103.99
Glover Overcrossing	3,394.97
Telocaset Overcrossing	4,706.35
Hot Lake Overcrossing	6,860.26
Bridge over Catherine Creek near Union	15,753.84
Bridge over Grande Ronde River near Perry	23,425.08
Bridge between Kamela and La Grande	<u>22,465.44</u>

\$203,581.27

George McGee, City Engineer of Hillsboro, and Dr. Lampkin, a resident of that city, presented a map of the area between Sylvan and Hillsboro on which was drawn a proposed short line cut-off highway from the Canyon Road near the Multnomah-Washington County Line directly to Hillsboro, swinging north to use a portion of the Barnes Road, then northwesterly to an intersection with the Base Line east of Hillsboro and continuing on the Base Line through Hillsboro. It was argued that a large part of this project is through an undeveloped area where the owners would donate the right of way. The proponents suggested a right of way 100 feet wide. They did not ask for acceptance of the project now but presented it to show the possibilities of this route and would continue to work on it.

The Chairman suggested that once a month traffic counts be resumed. Approved by Commission. The Engineer was instructed to furnish the Commission with comparative reports each month.

The Chairman suggested that a study should be made for the revision of alignment or widening of the Pacific Highway in the Siskiyou Mountains between Ashland and the California state line. Approved by the Commission. The Engineer was instructed to report on both a minor program to improve present conditions by widening and a major program contemplating alignment revisions as well as widening.

Commissioner Sawyer offered the following resolution relating to the apportionment of the 1929 State Market Road Appropriation to the various counties, 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"; 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 1929 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 22, 1928, amounting to \$1,122,332.18, together with the balance of

\$8,886.96 of the 1928 State Market Road Appropriation unapportioned, making available for apportionment for 1929 a total of \$1,131,219.14 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 1929 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 1928 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 1929 State Market Road Appropriation, shall receive an amount equal to the amount produced by its 1929 County Market Road levy, with the exception of Multnomah County, which shall receive such an amount as will equal said County's levy of 0.30 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 1929, as provided by the terms of the State Market Road Act, all of which is shown in the following statement:

County	County Funds Produced by County Levy	Funds Produced by State 1 Mill Levy	Mult. Co. Surplus & Balance of 1928 Funds Apportioned	Proportionate Share of 1929 Funds	1929 Apportionment
Baker	\$32,001.76	\$22,766.51	\$ 8,854.07	\$31,620.58	\$31,620.58
Benton	25,000.00	16,381.56	6,370.91	22,752.47	22,752.47
Clackamas	75,000.02	51,768.69	20,133.24	71,901.93	71,901.93
Clatsop	32,000.00	25,437.66	9,892.90	35,330.56	32,000.00
Columbia	25,141.97	17,542.05	6,822.24	24,364.29	24,364.29
Coos	51,011.83	26,604.88	10,346.84	36,951.72	36,951.72
Crook	10,000.00	5,444.43	2,117.38	7,561.81	7,561.81
Curry	6,600.00	4,370.36	1,699.67	6,070.03	6,070.03
Deschutes	18,000.00	12,643.07	4,916.99	17,560.06	17,560.06
Douglas	50,998.67	31,213.18	12,139.04	43,352.22	43,352.22
Gilliam	14,288.31	9,694.71	3,770.35	13,465.06	13,465.06
Grant	13,500.00	7,288.43	2,834.53	10,122.96	10,122.96
Harney	14,000.00	8,612.77	3,349.57	11,962.34	11,962.34
Hood River	16,009.63	9,920.29	3,858.08	13,778.37	13,778.37
Jackson	51,677.56	30,660.99	11,924.29	42,585.28	42,585.28
Jefferson	8,000.00	5,226.70	2,032.70	7,259.40	7,259.40
Josephine	13,500.00	7,694.71	2,992.53	10,687.24	10,687.24
Klamath	46,000.00	33,568.96	13,055.23	46,624.19	46,000.00
Lake	21,165.41	10,365.86	4,031.36	14,397.22	14,397.22
Lane	77,389.37	52,843.89	20,551.39	73,395.28	73,395.28
Lincoln	12,223.45	8,582.47	3,337.79	11,920.26	11,920.26
Linn	48,346.22	33,161.55	12,896.78	46,058.33	46,058.33
Malheur	17,759.86	12,193.02	4,741.96	16,934.98	16,934.98
Marion	75,000.00	50,118.87	19,491.61	69,610.48	69,610.48
Morrow	15,378.00	10,973.04	4,267.50	15,240.54	15,240.54
Multnomah	112,000.00	408,831.95	- -	112,233.22	112,000.00
Polk	27,002.05	18,613.88	7,239.08	25,852.96	25,852.96
Sherman	29,771.00	9,883.26	3,843.68	13,726.94	13,726.94
Tillamook	35,001.85	21,718.25	8,446.39	30,164.64	30,164.64
Umatilla	66,000.00	46,515.06	18,090.06	64,605.12	64,605.12
Union	54,000.00	19,815.90	7,706.55	27,522.45	27,522.45
Wallowa	20,504.85	10,347.90	4,024.38	14,372.28	14,372.28
Wasco	30,749.75	18,133.52	7,052.26	25,185.78	25,185.78
Washington	53,932.24	35,414.07	13,772.80	49,186.87	49,186.87
Wheeler	10,000.23	4,673.39	1,817.52	6,490.91	6,490.91
Yamhill	32,479.15	23,306.35	9,064.02	32,370.37	32,370.37
Totals			\$277,485.69	\$1,103,219.14	\$1,099,031.17
		\$1,122,332.18			

STATEMENT

Amount produced by one mill State Levy	\$1,122,332.18
Balance of 1928 Unapportioned Market Road Funds carried over	<u>8,886.96</u>
Total in 1929 State Market Road Appropriation	\$1,131,219.14
Reserve for Administration and Advances to Counties	
Reserve for Administration	\$14,000.00
Reserve for advances to Counties (Surveys, plans, supplies, equipment, etc.)	<u>14,000.00</u>
Total Reserve	<u>28,000.00</u>
Total Funds to be apportioned in 1929	\$1,103,219.14
Total Funds apportioned to Counties in 1929	<u>1,099,031.17</u>
Unapportioned State Market Road Funds	\$ 4,187.97

The motion was duly seconded and carried.

Commissioner Gates offered the following resolution relating to the payment of one-half of the 1929 State Market Road Fund to the various counties 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 19th day of April, 1929, 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 1929 apportionment as apportioned by the State Highway Commission by resolution under date of April 19, 1929, 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, 1929, 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:

	1929 Apportion- ment	First Half 1929 Appor- tionment	Advances to Counties to be Deducted	Balance Payable to Counties
Baker	\$31,620.58	\$15,810.29	- -	\$15,810.29
Benton	22,752.47	11,376.24	- -	11,376.24
Clackamas	71,901.93	35,950.97	- -	35,950.97
Clatsop	32,000.00	16,000.00	- -	16,000.00
Columbia	24,364.29	12,182.15	- -	12,182.15
Coos	36,951.72	18,475.86	- -	18,475.86
Crook	7,561.81	3,780.91	- -	3,780.91
Curry	6,070.03	3,035.02	- -	3,035.02
Deschutes	17,560.06	8,780.03	\$ 805.15	7,974.88
Douglas	43,352.22	21,676.11	569.09	21,107.02
Gilliam	13,465.06	6,732.53	- -	6,732.53
Grant	10,122.96	5,061.48	- -	5,061.48
Harney	11,962.34	5,981.17	2,254.17	3,747.00
Hood River	13,778.37	6,889.19	- -	6,889.19
Jackson	42,585.28	21,292.64	- -	21,292.64
Jefferson	7,259.40	3,629.70	- -	3,629.70
Josephine	10,687.24	5,343.62	- -	5,343.62
Klamath	46,000.00	23,000.00	- -	23,000.00
Lake	14,397.22	7,198.61	289.84	6,908.77
Lane	73,395.28	36,697.64	- -	36,697.64
Lincoln	11,920.26	5,960.13	- -	5,960.13
Linn	46,058.33	23,029.17	- -	23,029.17
Malheur	16,934.98	8,467.49	- -	8,467.49
Marion	69,610.48	34,805.24	- -	34,805.24
Morrow	15,240.54	7,620.27	- -	7,620.27
Multnomah	112,000.00	56,000.00	- -	56,000.00
Polk	25,852.96	12,926.48	- -	12,926.48
Sherman	13,726.94	6,863.47	- -	6,863.47
Tillamook	30,164.64	15,082.32	- -	15,082.32
Umatilla	64,605.12	32,302.56	12.92	32,289.64
Union	27,522.45	13,761.23	- -	13,761.23
Wallowa	14,372.28	7,186.14	- -	7,186.14
Wasco	25,185.78	12,592.89	- -	12,592.89
Washington	49,186.87	24,593.44	- -	24,593.44
Wheeler	6,490.91	3,245.46	82.18	3,163.28
Yamhill	32,370.37	16,185.19	- -	16,185.19
Totals	\$1,099,031.17	\$549,515.64	\$3,993.35	\$545,522.29

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BE IT FURTHER RESOLVED, that Roy A. Klein, Secretary to the Commission, be instructed to deliver a copy of this resolution to the Secretary of State, which resolution, duly attested by the Secretary of the Commission, and having the seal of the Commission attached thereto, shall be the authority of the Secretary of State, under the provisions of said Chapter 17, Title XXX, as amended by Chapter 361, General Laws of Oregon 1925, to draw and issue warrants to the counties herein named for the respective amounts herein set forth.

The motion was duly seconded and carried.

The Engineer presented the following requests for extensions and additions to the market road system from several counties. These extensions and additions in each instance were recommended by the Market Road Engineer.

Coos County. Extension of Market Road No. 5, North Bank (Coquille River), from Randolph southwesterly to Bullards Ferry, about 3 miles in length. Approved by the Commission.

Hood River County. Extension of Market Road No. 4, Dee, from Dee one-half mile west and one-half mile south. Approved by the Commission.

Malheur County. Addition of Market Road No. 8, designated as Harper-Westfall, approximately 13 miles in length. Approved by the Commission.

Klamath County. Addition of Market Road No. 15, Fort Klamath-Wood River, 6.1 miles in length; Market Road No. 16, Fort Klamath west, 5 miles in length; Market Road No. 17, Seven Mile-Fort Klamath, 4.6 miles in length. Approved by the Commission.

Pursuant to instructions at the previous meeting to investigate the need for surfacing the Harper-Burrelle Ranch Unit of the Central Oregon Highway immediately on completion of the grading, the Engineer reported that in his opinion the new road could be kept in usable condition through the summer season without immediate surfacing. He stated that it would be advisable to place a maintenance patrol upon it as soon as the grading was completed and haul in bank gravel for the soft spots as they developed. This would give time for settlement of embankments and if the surfacing contract was let in the late fall, there would be the advantage of the moisture of the winter and spring months in aiding compaction. This plan was approved by the Commission.

In response to a request from the Coos County Chamber of Commerce for oiling of the Roosevelt and Coos Bay-Roseburg Highways, the Secretary was instructed to advise them of the oiling program which had been laid out in that county.

A request for oiling through the towns of Delake and Taft on the Roosevelt Highway in Lincoln County having been received, the Engineer

was authorized to do this if it can be done without excessive costs in connection with other work in the near vicinity.

The Engineer recommended that in line with the policy of shortening names of state highways, that the name La Grande-Wallowa Lake Highway be changed to Wallowa Lake Highway. Approved by the Commission.

The National Conference on State Parks at Madison, Indiana was discussed. A letter was received from Prof. A. L. Peck, member of the Advisory Committee, stating that he would possibly make a trip east on other business. The Secretary was instructed to advise Mr. Peck that if he would like to represent the State at the conference that the Commission would pay his expenses at the convention, including travel expense from point of divergence from itinerary until his regular trip was resumed. The Chairman suggested that Commissioner Sawyer should attend the Conference to represent the State.

The Commission confirmed the agreement made in the interim since the previous meeting on the basis of cooperation on the additional widening on the Oregon Caves Forest Project, by which Josephine County agreed to cooperate by the use of a shovel owned by the county without rental charge and the services of an operator for the duration of the job. This is estimated to amount to about \$3,000, leaving the State about \$7,000 to pay to make up the \$10,000 additional cost estimated for this project.

The Commission confirmed the award of the contract for the surfacing of the Burns-Sage Hen Hill Unit of the Central Oregon Highway to the low bidder, Wren & Greenough, at \$79,755.00. This award was held pending at the previous meeting until approval by the Federal authorities was received, this being a Federal Aid project.

The Commission confirmed the award of the contract for the bridge across the North Powder River to Rudolf Krausse, the low bidder, at \$7,291.00. This award was held pending at the previous meeting for the purpose of investigation of the experience and responsibility of the low bidder.

The Commission discussed the bogus bid on the Malheur River bridge received at the March 8, 1929 meeting. The Attorney reported that he presented the matter to the Attorney General who stated that it was not a matter within his jurisdiction and should be referred to the District Attorney of Multnomah County. The Attorney was thereupon instructed to place the matter before the District Attorney of Multnomah County.

In response to requests for consideration of the Umatilla-Wallula Cut-off in the Federal Aid program by the Federal authorities, it was agreed that Chairman Van Duzer should confer with W. H. Lynch, District Engineer, before the next meeting.

The next meeting was set for May 23, 1929 in Portland at the regular time and place. It was decided also to meet in Salem in the afternoon of May 22 to discuss and plan a program.

The Waldport-Yachats Section of the Roosevelt Coast Highway in Lincoln County, 8.7 miles of grading, was authorized for the next meeting. Also the Drain-Red Bridge Section of the Umpqua Highway, 10.0 miles of grading, provided Douglas County secures the right of way.

Division Engineer Clarke reported favorable progress was being made in securing additional width of right of way for the Columbia River Highway through St. Helens. Six options were presented for the approval of the Commission which were accepted. The Division Engineer was authorized to continue negotiations with the other property owners within the area affected.

Division Engineer Clarke reported that the residents of Aloha in Washington County on the Tualatin Valley Highway have evidenced some interest in the proposed revision of alignment and widening at that point as a means of preventing further accidents. Several property owners had offered additional width of right of way and consented to the moving of their buildings on a very satisfactory basis. The Division Engineer was authorized to continue negotiations to carry through this improvement.

The Engineer presented the recommendation of A. J. Parrington, who is making an audit of the Commission's freight bills that suit be commenced against the Southern Pacific Company to recover on liquid asphalt shipments to Willamette Valley points between Portland and Roseburg. The Commission found that these shipments were relatively few as compared with shipments to Coast points and Eastern and Central Oregon and were of the opinion that if the rate schedule was disturbed, changes might be made to the State's disadvantage elsewhere. Therefore, the recommendation was not approved.

Acting under authority of Chapter 217, Section 28, Laws of 1927, the Commission designated as a main traveled or through highway the Columbia River Highway and Old Oregon Trail between The Dalles and the Idaho State Line at Ontario. The Engineer was instructed to place "stop" signs on all intersecting roads. In the case of intersecting streets in incorporated cities of greater than 2000 population, the engineer was instructed to request the city authorities to properly and uniformly sign the intersecting streets, using the state standards. In cities of less than 2000 population, the Engineer was authorized to place standard stop signs without expense to the cities but instructed to request the city authorities to designate by proper ordinance the state highway route as a through route.

The Commission approved a contract with the Portland Gas & Coke Company for the purchase of 150,000 gallons of No. 1 Gasco road oil at \$.065 per gallon and 350,000 gallons of No. 2 Gasco road oil at \$.09 per gallon, both prices f.o.b. tank cars at their plant. The contract provided that the quantities specified might be increased or decreased 50 per cent at the State's option.

The Secretary brought up the matter of pending department claims against the U. S. Reclamation Service, amounting in total to \$2,167.79, for

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damages to the Klamath Falls-Lakeview Highway in 1924 near Olene caused by breaks in the U. S. Reclamation Service flume. These claims had been filed promptly after completion of repairs to the roadway, but had been rejected by the District Counsel. The Commission directed the Attorney to appeal to the higher authorities for the payment of the State claim. In the event that payment is not secured in this manner, the matter should then be referred to the Commission for action through the Oregon delegation in Congress.

The Engineer recommended that Bridge Engineer McCullough be authorized to go to San Francisco to investigate methods which are in use there for protection of wood piling and timber against marine borers. On the ferry slip approaches at Coos Bay a large amount of wood piling and timber is necessary which must be protected against marine borers and it is desired to prepare the plans for this structure in accordance with the most approved practice. The Commission authorized Mr. McCullough to make this investigation and approved the travel expense for this purpose.

In response to a letter from James A. Conley, Attorney for the Southern Surety Company, which furnished the surety bond which was attached to Moon Bros. bid on the West Unit of the Lowell-Goodman Creek Section of the Willamette Highway, the Attorney was instructed to advise Mr. Conley that the Commission had not changed its previous decision and demanded the full amount of the bond forthwith. If payment is not made within a reasonable time, the Attorney is instructed to commence a suit to collect on the bond.

The Secretary reported that \$1500 had been received from the Pendleton Commercial Association as their cooperation in securing a strip of timber land along the Pendleton-John Day Highway across the summit of the Blue Mountains north of Albee. The Commission instructed the Secretary to acknowledge receipt of this money with thanks.

The State Highway Engineer was granted a leave of absence from May 4 to May 13, inclusive.

The Attorney reported that he had continued negotiations for the Palmateer property for a timber reserve on the Old Oregon Trail on the Blue Mountain Summit in Umatilla County and had now secured a price of \$15.00 per acre for 25.37 acres, or \$375.00, and an agreement for \$625.00 as the damages to the balance of the property, a total of \$1,000.00. He recommended that the purchase be made on that basis. After consideration the Commission voted to purchase the Palmateer property consisting of 25.37 acres for the sum of \$1,000.00.

The Attorney reported that he had been unable to secure on reasonable terms a right of way for an alignment revision in Sections 34 and 35, T. 2 S. R. 37 E. W. M. on the Old Oregon Trail in Union County near Perry Station from the owner, W. W. Holden. Commissioner Sawyer 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 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 Old Oregon Trail in Union 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 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:

A parcel of land in the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 34, T. 2 S. R. 37 E. W. M., Union County, Oregon, and being described as follows:

Beginning at a point on the east line of section 34, T. 2 S. R. 37 E. W. M., which point is S. 0° 48' W. 880.6 feet distant from the east $\frac{1}{4}$ corner of said section 34; said point also being 300 feet distant southerly from (and measured at right angles to) the relocated center line of the Old Oregon Trail; thence parallel to the said relocated center line on a 416.3 foot radius curve left (the long chord of which bears S. 74° 15' W.) a distance of 167.2 feet to a point opposite engineer's relocated center line station 194+05.0; thence N. 27° 17' W. a distance of 258.2 feet to a point on the southerly right of way line of the Old Oregon Trail as previously constructed; thence following said right of way line to the east line of said section 34 as follows: N. 37 degrees 11' E. a distance of 293.7 feet and then on a 129.2 foot radius curve right (the long chord of which bears N. 64 degrees 31' E.) a distance of 123.8 feet to the east line of said section 34; thence S. 0° 48' W. along said section line a distance of 469.5 feet to the point of beginning; containing 2.13 acres, more or less.

41.14/29
ALSO:- A parcel of land in the N.W. $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 35, T. 2 S. R. 37 E. W. M., Union County, Oregon, and being described as follows:

Beginning at a point on the west line of section 35, T. 2 S. R. 37 E. W. M., which point is S. $0^{\circ}48'$ W. 880.6 feet distant from the West $\frac{1}{4}$ corner of said section 35; said point also being 300 feet distant southerly from (and measured at right angles to) the relocated center line of the Old Oregon Trail; thence parallel to the said relocated center line on a 416.3 foot radius curve right (the long chord of which bears S. $81^{\circ}06'$ E.) a distance of 191.3 feet to a point opposite engineer's relocated center line station 200+21.9 P.T., thence N. 22 degrees 04' E. a distance of 275.0 feet to a point on the southerly right of way line of the Old Oregon Trail as previously constructed; thence following said southerly right of way line to the west line of said section 35 as follows: on a 316.5 foot radius curve right, (the long chord of which bears N. $49^{\circ}20'$ W.) a distance of 92.2 feet; N. $40^{\circ}59'$ W. a distance of 184.8 feet and on a 129.2 foot radius curve left (the long chord of which bears N. $64^{\circ}34'$ W.) a distance of 106.8 feet to the west line of said section 35; thence S. $0^{\circ}48'$ W. along the west line of said section 35 a distance of 469.5 feet to the point of beginning; containing 2.20 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.

APR 19 1929

A request for an extension of time to April 30, 1929 was received from J. F. Johnston, contract No. 1061, bridge over South Fork of the Yamhill River on the McMinnville-Tillamook Highway in Yamhill County. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Commissioner Sawyer presented the request of the Grant County Court that the State grade the unit of the Pendleton-John Day Highway between the south end of the completed forest project and the mouth of Little Beech Creek, 8.1 miles in length. The County Court intend to grade this year between the mouth of Warm Springs Creek and the mouth of Little Beech Creek, 3.5 miles in length, with market road funds. If the State will put on the upper unit the Court would like to have the lower unit included in the same contract. The construction of the project was urged by the County Court in order to complete the last unimproved gap between Mt. Vernon and Long Creek to provide an all-year road. Matter taken under consideration.

The Engineer recommended that the Commission authorize Mr. S. B. Gillette, Purchasing Agent for the Department, and President of the Portland Chapter of the National Purchasing Agents Association, to attend the National Purchasing Agents Convention in Buffalo, N. Y., during the month of June. The Commission approved the recommendation and authorized Mr. Gillette's travel expense over and above the allowance made by the Portland Association.

Commissioner Gates reported that he had interviewed the officers of the California Oregon Power Company and inspected the Mill Creek Park Site, which borders the Crater Lake Highway, and that the Power Company would soon have the deeds prepared transferring this area to the State without cost. Further, he had interviewed the State Engineer who had stated that he would withdraw Mill Creek Falls from appropriation but suggested that legislation should be enacted at the next session of the Legislature permanently withdrawing the water of Mill Creek.

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

R. A. Klein
 State Highway Engineer and
 Secretary

W. B. Saunders
 Chairman
C. B. Gates
 Commissioner
Robert W. Sawyer
 Commissioner

APR 19 1929

Salem, Oregon, May 22, 1929.

The Commission met in the Governor's office, Capitol Building, at 4:00 P. M. Present were:

I. L. Patterson, Governor
H. B. Van Duzer, Chairman
C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary
J. M. Devers, Attorney

Commissioner Sawyer reviewed the financial statement, the authorized projects on the program, and urged the desirability of issuing bonds to match the present surplus of Federal Aid, and therewith make possible the construction of several projects which had been requested by the various delegations. Chairman Van Duzer stated that he was opposed to the issuance of bonds as a matter of policy, that the present plan of financing was satisfactory and that the surplus of Federal Aid could be taken up with next year's state funds. Governor Patterson indicated that he thought it unwise to issue bonds, did not think the majority of the people of the state wished to advance the state highway program to that extent.

Governor Patterson told of his interest in preserving timber areas along the roadside and the Commission discussed various methods of securing state ownership of such tracts. He stated that there was considerable interest among the people of the state in the subject of state parks and that he had it in mind to appoint the present members of the State Highway Commission together with two former chairmen as members of a State Park Commission.

Governor Patterson asked the Commission to take up with the counties through the Market Road Department the matter of cutting noxious weeds, particularly thistles, growing along the county roads.

Governor Patterson stated that he had been urged to present to the Commission the improvement of the road from Orr's Corners to Dallas as a part of the Pacific Highway authorized under Chapter 423 of the Laws of 1917. The matter was discussed and referred to the Attorney for an opinion.

Arrangements were tentatively made for a trip down the coast to attend the dedication of the new bridge over Smith River in Del Norte County, California on June 22.

The meeting was then adjourned.

Roy A. Klein
State Highway Engineer
and Secretary

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

MAY 22 1929

Portland, Oregon, May 23, 1929.

The Commission met in Room 251 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 the following grading, bridge and building projects:

BLODGETT-SUMMIT-NORTH AND EAST MARKET ROAD - BENTON COUNTY
SUMMIT-LINCOLN COUNTY LINE SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Yunker-Wiecks Co.	\$15,510.65	\$15,574.55
Frank M. Bullis	15,521.35	15,588.04
Joplin & Eldon	16,522.30	16,431.25
Fred H. Slate	16,841.75	16,841.75
Edlefsen-Weygandt Co.	18,146.35	18,102.91
Lair & Co.	18,159.00	18,331.05
United Contracting Co.	18,212.15	18,179.60
von der Hellen & Pierson	18,389.30	18,340.70
Earl L. McNutt	18,456.25	18,384.25
Swartley Bros.	18,847.70	18,847.70
Rutherford & Anderson	19,828.48	19,828.48
Peart Bros.	19,985.45	19,985.45

ROOSEVELT COAST HIGHWAY
WALDPOR-TACHATS SECTION - GRADING

Edlefsen-Weygandt Co.	126,987.00
Joplin & Eldon	147,560.00
Cochran Construction Co.	149,961.00
E. L. Gates	151,802.00
Earl L. McNutt	153,014.50
Washburn & Hall	162,860.00
J. F. Shea Co.	181,533.50
Newport Construction Co.	193,504.00

ROOSEVELT COAST HIGHWAY
PILE TRESTLE OVER HAYNES SLOUGH

No bids received.

MAY 23 1929

CENTRAL OREGON HIGHWAY
BRIDGE OVER CENTRAL OREGON CANAL

Rudolf K. Krausse	\$4,332.50
Kuckenberg-Wittman Co.	4,499.00
Doveri & Co.	4,945.00
G. C. Johnson	5,839.00

ROOSEVELT COAST HIGHWAY
BRIDGE OVER BIG CREEK 4 MILES SOUTH OF WALDPOR

C. A. Catching	\$11,919.00
J. F. Johnston	12,163.00
P. L. Frazier	12,989.00
O. N. Pierce	12,965.00
John H. Neef	13,783.10
Kuckenberg-Wittman Co.	16,332.00
J. F. Shea Co.	16,917.50
E. L. Gates	17,071.00
A. H. Kingsbury	18,282.58

PAISLEY
BUILDING FOR MAINTENANCE EQUIPMENT STORAGE

S. J. Hubbard	\$2,857.67
Adalbert Dimminger	3,148.00

ONTARIO
BUILDING FOR MAINTENANCE EQUIPMENT STORAGE

A. G. Plant Co.	\$3,576.00
J. F. Rasmussen	4,204.90
J. Cietlhuber	4,372.87
A. Ritchie & Co.	4,382.50

Judge Barnard and Commissioner Hurd of Lane County asked for the next $3\frac{1}{2}$ mile grading unit on the Willamette Highway, known as the Black Canyon Section, offering to advance the State \$50,000 on this project when needed, credit for this amount to be given on the last \$50,000 of the \$150,000 pledged for the Rainrock-Florence Unit of the Siuslaw forest highway project. The County Court desired this additional grading project rather than surfacing of the Lowell-Goodman Creek Unit which had previously been planned for this season's program. After consideration, the Commission accepted the advance offered by Lane County and approved the project. The Engineer was instructed to prepare plans and specifications and advertise the project.

Judge Barnard stated that Lane County found it necessary to repair the ferry slip and approaches at Glenada this year. Also it would be desirable to grade about $1\frac{1}{2}$ miles of road south of Glenada to make a good connection from the present road to the ferry. Since this would be a part of the Roosevelt Coast Highway, they desired state help and offered

to cooperate 50-50 up to \$20,000. After consideration the Commission approved the project and instructed the Engineer to prepare plans and specifications.

In response to an invitation from E. P. Donnelly, Assistant Attorney General of Washington, to participate in the defense of that state in pending litigation relative to the Interstate Bridge at Vancouver, the Commission voted to instruct the attorney to join with him in whatever way will most effectively show the Court that the State of Oregon is also interested in the outcome of this controversy.

The Commission considered a letter from the Astoria Chamber of Commerce asking their attitude in the matter of placing three billboard signs at strategic locations advertising the resources of the Coast counties. The Commission instructed the Secretary to reply that the Commission is opposed on principle to billboard advertising in non-commercial locations.

A request was received from the Secretary of the Chamber of Commerce of Ashland that permission be granted to one of the business firms of Ashland to construct an advertising sign across the Pacific Highway at the California-Oregon state line. In line with the established policy, permission was refused.

A request was received from Mrs. Pearl Kellock Smith, President of the Coquille Woman's Club, for permission to erect ornamental pillars at the three entrances to the city (two on the Roosevelt Highway and one on the Coos Bay-Roseburg Highway). The Attorney advised the Commission that they had no authority to prohibit the erection of these pillars within the city limits. The Secretary was instructed to advise Mrs. Smith that the Commission did not approve of such ornamental pillars at city entrances and would not permit them on the right of way outside of the city limits.

Mr. W. H. Lynch, District Engineer, Bureau of Public Roads, presented a Federal Aid project agreement covering the Umpqua River Bridge at Scottsburg. A clause providing for maintenance of the bridge by the State in the event that the County and District failed was discussed at some length and agreed to be rewritten in a more satisfactory form.

The Secretary reported that approval of the following projects as part of the Federal Aid system had been received from the Secretary of Agriculture:

Siuslaw Highway between the Pacific Highway near Junction City and the Roosevelt Highway at Florence;
Salmon River Highway between a junction with the McMinnville-Tillamook Highway and the Roosevelt Coast Highway near Otis;
Mt. Hood-Wapinitia Highway from Portland to connection with The Dalles-California Highway near Maupin;
Corvallis-Newport Highway between the West Side Pacific Highway at Corvallis and the Roosevelt Coast Highway at Newport.

5/23/29
The Secretary was instructed to write Mr. MacDonald, Chief of the Bureau, thanking him for expediting the approval of these additions to the Federal Aid Highway System.

R. J. Hubbard and W. A. Lovelace, representing the Umpqua Highway Improvement District, asked the Commission to call for bids for the grading of the Red Bridge-Drain Unit of the Umpqua Highway at the next meeting. The Engineer reported that the engineering work was all completed and the project was ready to advertise as soon as the right of way was secured. Mr. Hubbard stated that the County Court were working on right of way matters and would have it all cleared up within a short time. After consideration the Commission ordered the project advertised. The Commission also authorized the advertising of the grading of the approaches to the Scottsburg bridge. Mr. Hubbard also asked that a grading unit east of Scottsburg be advertised. The Commission replied that this could not be done until the right of way had been secured and the descriptions of the right of way for this unit had not yet been furnished to the county authorities.

A group of citizens from Reedsport consisting of R. J. Hubbard, W. A. Lovelace, W. P. Reed, Lloyd Knapp, L. R. Wells and Nelson Hogan presented a petition requesting the designation of the Roosevelt Highway through the city of Reedsport as follows: Crossing the railroad tracks on Winchester Avenue, thence northerly on East Railroad Avenue to L Street, then on L Street to H Street; thence southeasterly to the Reedsport-Drain Highway, thence along the Reedsport-Drain Highway to a point suitable for a bridge crossing of the Umpqua River. The Engineer submitted a report giving his recommendations as to the definite route for the Roosevelt Highway and connection with the Umpqua Highway. The Commission withheld decision on the petition and stated that they would study over the engineer's report and view the location on the ground next month.

The minutes of the April 19, 1929 meeting were approved with an addition to the paragraph relating to the Santiam Forest Highway project covering Commissioner Gates' inquiry as to the expenditure of Linn County funds without an immediate commitment as to future cooperation by the State and Government.

The Commission confirmed the award of the contract for the paving of the Canemah-New Era Section of the Pacific Highway to the low bidder George C. Arenz, at \$142,612.50, which was made after receipt of an opinion from the Attorney General in the interval since the previous meeting.

Commissioner Gates presented for the consideration of the Commission as an addition to the Forest Highway System a road from Union Creek (on the Crater Lake Highway) to Diamond Lake, 25 miles in length, and a connection from Cascade Summit to a junction with The Dalles-California Highway at or near Beaver Marsh. This addition to the Forest Highway System was approved by the Commission and the Secretary was instructed to forward this request to the Bureau of Public Roads and the Forest Service for their consideration.

Ira Withrow, President of the Board of Trustees of the Salmon River Highway Improvement District, and Eugene Marsh, Attorney for the District, made a plea for the rocking of the six miles previously graded with district funds between the Tillamook County Line and Grande Ronde. Mr. Withrow stated that the district's current tax funds were used for interest on the bond issue and for new right of way, hence they had nothing to offer in cooperation. Chairman Van Duzer replied that since this project is not on the state highway system there is nothing that can be done.

A group of citizens interested in the formation of the Nestucca Highway Improvement District were present consisting of Wm. Gilbert, Mart Logan, R. O. Richards and R. I. Kautz of Beaver and Blaine, with George Zimmerman of Yamhill and J. U. Smith of Newberg. Eugene Marsh as their attorney presented a petition describing the boundaries of the proposed district and asked for the Commission's approval. Mr. Marsh stated that the proposed district comprised 8½ townships or 306 sections in Tillamook and Yamhill Counties lying mostly in the Big Nestucca River drainage area. Mr. J. U. Smith of Newberg stated that the purpose of forming the district was to provide a connecting road from the Roosevelt Highway at Beaver to the Tualatin Valley Highway at Carlton, part of the road on each end having already been built. Mr. Smith stated that it was not proposed to build this road on high standards but rather build a serviceable road to serve the local residents. The Commission pointed out that there were some new amendments to the highway improvement district law which would become effective June 5th and suggested that the petition be accepted to be filed on June 5th. This arrangement was agreeable to the members of the Committee. It was therefore ordered that the petition be filed June 5 and the matter would then come up at the next meeting for further determination.

Judge Robison and Commissioners Dunn and Kent of Lincoln County stated that proceedings had been commenced for the acquisition of right of way for the Seal Rocks-Alsea River Section but that the County did not have sufficient funds and asked the State to pay part of the costs. The Chairman stated that the Commission was precluded by law from buying right of way. Commissioner Sawyer suggested that the Court continue the proceedings and settle with the owners on the basis of the viewers' findings and if the awards are not accepted by the owners and excessive demands are made, steps should be taken to condemn the property. Judge Robison made the statement that the bulk of the large demands came from the owners at Seal Rocks. Chairman Van Duzer stated for the Commission that if the County Court cannot deal with these owners on reasonable terms, the Seal Rocks-Alsea project will be abandoned and the forest highway funds will be expended on another unit of the Roosevelt Highway. Commissioner Kent asked, "How long would the funds be held for this project?" The Chairman replied, "Not longer than the next meeting."

E. L. Wilson, attorney for Chas. H. Kline, appeared before the Commission. Mr. Kline has a lease on two tracts of Indian land bordering on the Old Oregon Trail at the summit of the Blue Mountains on one of which he has a filling station and on the other a tourist cabin camp. The

ground covered by his lease is included in a larger area which the state is endeavoring to acquire as a timber reserve from the Indian Service. Mr. Kline's lease from the Government has two years more to run but he is anxious to continue in business there and would like to have assurance that if the State acquires the property that he would be permitted to renew the lease. If the Commission will give him that assurance he will surrender his present lease. Commissioner Sawyer stated that he favored completing the purchase from the Government subject to existing lease. The Chairman stated that no definite answer could be given now as the Commission did not wish to commit itself on this matter of policy. Mr. Wilson replied, "I take it that you are favorable to it provided the details can be worked out satisfactorily." Commissioner Gates said, "You will have first consideration."

A request was received from the Kiwanis Club of Salem that Holman Park on the Salem-Dallas Highway be improved. It was suggested that an ornamental stone drinking fountain be constructed to take the place of the present iron tank and a low rock border wall be built along the back edge of the parking space. Some improvement in the way of landscaping and terracing was suggested in an accompanying sketch. The letter proposed that if the State would provide the materials for the fountain and wall that the Kiwanis Club would pay for or donate the labor. Commissioner Sawyer stated that he thought the improvement should be made by the State without help from the Kiwanis Club, but that the matter should first be submitted to the Advisory Board for their suggestion as to the improvement as a whole. The Secretary was instructed to thank the Kiwanis Club of Salem for their interest in the matter and tell them that some improvement would be made in the near future.

Commissioner Gates reported that the California Oregon Power Company had agreed to donate a park site in Sections 31 and 32 in T. 32 S. R. 3 E. W. M., Jackson County, comprising 59.2 acres. This area adjoins the Crater Lake Highway on both sides for 1700 feet, the greater area being on the east or south side of the roadway and including the gorge of the Rogue River and Mill Creek Falls on the east side of the river. Mr. Gates said that the tract had been surveyed and would be transferred to the State as soon as the deeds had been prepared.

Cooperative maintenance arrangements with the State of Idaho on the bridge across Snake River at Nyssa were discussed but it was agreed to leave the matter for a conference with the Idaho officials at the Western States Conference in Boise in the month of July.

The Commission had under discussion the conflict prevailing in Gold Beach, Curry County, Oregon, with respect to the location to be occupied on the state highway through Gold Beach by the several pole line companies, and after due consideration the commission adopted and entered in its minutes the following order:

WHEREAS, it appears that the Gold Beach Utilities, Inc. and the Gold Beach Electric Company, both of which companies are engaged in the manufacture and transmission of electrical energy,

are both maintaining poles and fixtures on the right of way of the state highway through Gold Beach, and

WHEREAS, it also appears that the Coos & Curry Telephone Company is likewise occupying said right of way with its poles and fixtures, and

WHEREAS, it is the judgment and decision of the Highway Commission that the two power companies should be required to occupy the west side of said highway through said town of Gold Beach by the joint use of one pole line, and that the Coos & Curry Telephone Company should occupy the east side of said right of way,

THEREFORE, BE IT AND IT HEREBY IS ORDERED, that the poles of the Gold Beach Utilities, Inc. and the poles of the Gold Beach Electric Company shall be placed on the west side of the said state highway through the town of Gold Beach between highway engineer's station 15+85.0 north of the Court House Square in Gold Beach and highway engineer's station 70+79.0 south of the Court House Square in Gold Beach, which said poles shall be placed twenty-nine feet from the center line, or, if circumstances require, not less than twenty-two feet from the said centerline upon application to and approval by the State Highway Commission, and said location is hereby designated as the location on said highway for said poles.

IT IS FURTHER ORDERED, that said power companies shall use poles of sufficient size and shall so place them that they may be occupied jointly by the said companies to the end that there will be but one pole line on the west side of said highway.

IT IS FURTHER ORDERED, that the said telephone company shall use and occupy the east side of said right of way between said engineer's stations for its pole line, and said company shall place its said poles twenty-nine feet from the center line of said highway, but such use of said right of way by said telephone company shall be subject to the right of other telephone and telegraph companies to use the same side of said highway and the same poles, upon the payment of just compensation therefor or upon mutual arrangement.

BE IT FURTHER ORDERED, that the Secretary to the Commission be and he hereby is instructed to mail to the Gold Beach Utilities, Inc., the Gold Beach Electric Company and the Coos & Curry Telephone Company certified copies of this order.

BE IT FURTHER ORDERED, that the Attorney for the Commission be and he is hereby instructed to institute and prosecute to final determination any future order or proceeding necessary to carry into effect the provisions of this order.

The Chairman reported that he had had a conference with the Board of County Commissioners of Multnomah County relative to payments on the Vancouver Interstate Bridge and that they had agreed to accept a payment of \$100,000 for the present with the understanding that if all of this is not

needed to meet their obligations under the contract, there will be a refund to the state; while on the other hand, if more is needed, the State will be obligated for the difference up to a total sum of \$125,000 as set out in the contract. This arrangement was satisfactory to the Commission.

The Engineer reported that negotiations had been continued for widening the right of way on the Columbia River Highway in the vicinity of St. Helens between Mile Posts 27.5 and 29.5. On motion which was carried, the Engineer was instructed to request the County Court of Columbia County to purchase the additional right of way required. Also, the Commission authorized reimbursement to Columbia County for the amounts paid out on this account.

A request was received from Judge De Armond of Deschutes County that the Commission pay the county royalty on gravel taken from a pit purchased by the County and also reimburse the County for right of way purchased for the alignment revision on The Dalles-California Highway north of Bend. The Commission suggested that Judge De Armond be invited to appear before the Commission at the next meeting to discuss the county claim.

The Attorney reported to the Commission that an adverse decision had been made by the trial judge in the United Contracting Co. case, contract 732, Jetty Creek-Brighton, grading, against the Commission and recommended that an appeal to the Supreme Court be taken. Approved by the Commission and the Attorney authorized to proceed with the appeal.

The Attorney reported to the Commission that Judge Skipworth had granted an injunction to prevent the construction of an embankment approach at the west end of the Willamette River bridge at Springfield and recommended that an appeal be taken to the Supreme Court. Approved by the Commission and the Attorney was instructed to prosecute the appeal.

A request was received from the County Court of Wasco County for approval of an addition to the market road system designated as No. 17, Rail Hollow, and described as diverging from the Dufur or Fifteen Mile Road two miles west of Dufur and extending southwesterly to the town of Friend via Rail Hollow. The Market Road Engineer recommended approval of the project. Recommendation approved by the Commission.

A request was received from the County Court of Wallowa County for approval of three additions to the market road system designated as No. 16 Paradise, No. 17 Lost Prairie, and No. 18 J. H. Dobbin Market Roads. These roads are described as follows: No. 16, North from a connection with the Enterprise-Flora Highway to Paradise; No. 17, south from a connection with the Wallowa Lake Highway east of Lostine to Lost Prairie; No. 18, east from the Wallowa Lake Highway north of Joseph passing the J. H. Dobbin Ranch. The Market Road Engineer recommended that these roads be approved as additions to the Market Road System. Recommendation approved by the Commission.

A letter was received from the Associated General Contractors suggesting that the matter of the bogus bid received on the Malheur River bridge on March 8, 1929 be dropped. The Commission agreed that the matter should not be dropped and the Chairman was authorized to write to the association and insist that the matter be handled as previously agreed upon by their committee.

At four o'clock the Chairman announced the award of contracts as follows:

Bridge over Central Oregon Canal on Bend-Horse Ridge Section of the Central Oregon Highway, Deschutes County. On motion which was carried, the contract was awarded to the low bidder, Rudolf K. Krausse, at \$4,332.50.

Bridge over Big Creek on the Waldport-Yachats Section of the Roosevelt Coast Highway in Lincoln County. On motion which was carried, the contract was awarded to the low bidder, C. A. Catching, at \$11,919.00.

Bridge at Haynes Slough. No bids having been received, on motion which was carried the project was ordered readvertised.

Maintenance equipment shed at Ontario. The low bid of A. G. Plant Co. at \$3,576.00 is satisfactory, but the bidder being unknown to the Commission, on motion which was carried, the bid was referred to the engineer for investigation with authority to act.

Maintenance equipment shed at Paisley. The low bid of S. J. Hubbard at \$2,857.67 being in excess of the Engineer's estimate, on motion which was carried it was rejected and the Engineer was instructed to do the work with state forces.

Waldport-Yachats Section of the Roosevelt Coast Highway, Lincoln County, 8.8 miles of grading. On motion which was carried, the contract was awarded to the low bidder, Edlefsen-Weygandt Co., at \$126,987.00.

Summit-Lincoln County Line Section of the Blodgett-Summit-North and East Market Road. The low bid of Yunker-Wiecks Co. at \$15,510.65 was satisfactory to the County Court of Benton County for whom the project was advertised, and in accordance with their instructions the contract was awarded to the low bidder.

A copy of a resolution adopted by the Grant County Pomona Grange advocating the construction of the Mountain Rest-Mouth of Little Beech Creek Unit of the Pendleton-John Day Highway was received and considered. The Commission agreed that this was a necessary improvement to serve the Long Creek community and connect up the improved forest highway section. Having in mind construction later in the season, the Commission instructed the Engineer to request the County Court of Grant County to secure the right of way for this project which extends from the south end of the completed forest project to the mouth of Little Beech Creek, a distance of 8.1 miles.

The Engineer reported to the Commission the request of Judge Noe of Malheur County for surfacing of the Harper-Burrelle Ranch Section of the Central Oregon Highway in order to avoid the deep dust of the summer months and encourage settlers to come into the new irrigation project at Harper and Little Valley. The Engineer reported that it would be desirable to secure settlement of the new grade first and place the surfacing during the winter months when moisture would be available to help compaction, also much material would be lost due to the dusty condition of the road if the work was done now. Therefore, he recommended that the surfacing of this unit be deferred for the present. Recommendation adopted by the Commission.

Commissioner Sawyer brought up the previous request of Judge Schanep of Umatilla County for a resurvey of that section of the Pendleton-John Day Highway between Ukiah and the Grant County Line via Camas Creek to bring it up to present day standards. The Commission decided that this project should be considered as a forest highway project since it is on the forest highway system and therefore instructed the Secretary to request the Bureau of Public Roads and the Forest Service to consider this survey for inclusion in the present season's program.

Commissioner Sawyer brought up the matter of completing the survey of the Central Oregon Highway between Burns and Harper. After consideration it was agreed to defer this survey for the present.

The following projects were authorized for construction:

- Alsea Highway -
Lint Slough Embankment, bridge and grade widening,
1.9 miles.
- Fremont Highway -
Lakeview-New Pine Creek Section, 12.5 miles surfacing.
- Klamath Falls-Lakeview Highway -
Dairy-Lorenz Mill Section, 8.4 miles surfacing.
- Umpqua Highway -
Scottsburg bridge approaches, 1.0 mile grading and
surfacing.
- McKenzie Highway -
McKenzie Bridge approaches, 0.8 mile grading and
surfacing.
Gate Creek Bridge approaches, 0.6 mile grading and
surfacing.
- The Dalles-California Highway -
Klamath Falls to Lakeview Junction, 3.7 miles paving.
- Ochoco Highway -
Fort Creek-Barnhouse Ranch Section, 6.5 miles grading.
Bridge across Bridge Creek east of Mitchell.
- Pendleton-John Day Highway -
Mountain Rest-Little Beech Creek Section, 8.1 miles
grading.

On the Ochoco and Pendleton-John Day projects, the Engineer was instructed to ask the County Courts to secure the rights of way now with the plan that the work will go ahead later in the season. The County Courts were to be told, however, that these rights of way must be secured at a proper and reasonable cost. If the owners insist on holding up the counties for unreasonable costs, the state funds will be spent elsewhere.

The following projects were ordered for the next meeting: Red Bridge-Drain (Umpqua) grading; Keene Creek-Jenny Creek (Green Springs) widening and resurfacing; Scottsburg bridge approaches; McKenzie River bridge approaches; Gate Creek bridge approaches; Springfield-Cogswell Hill surfacing; Black Canyon Section (Willamette) grading; Glenada South (Roosevelt) grading; Indian Creek bridge (Siuslaw); Salmon River bridge (Mt. Hood); Bridge Creek (Ochoco).

The next meeting was set for June 27, 1929.

On motion of Commissioner Sawyer, it was voted that in the future no bids will be called for until the Commission has written notice from the County Courts that the right of way has been secured or until proceedings have been advanced to a point where the contractor can enter upon the property without interference or interruption.

Arrangements were made by the Commission to attend the dedication of the new bridge across Smith River on the Redwood Highway near Crescent City on June 22, 1929.

It was agreed that the Commission would be represented at a conference of the Western Association of State Highway Officials in Boise, Idaho, on July 9, 1929.

The following requests for extensions of time were received:

Jetley Bros., contract No. 997, grading, Buchanan-Vanderveer Section of the Central Oregon Highway and Otis Creek Market Road, Harney County, requested an extension of time to July 1, 1929. The Engineer recommended that the extension requested be granted subject to a penalty of the engineering costs up to date of completion. Recommendation approved by the Commission.

Gilpin Construction Co., contract No. 1060, Trask River Bridge, Roosevelt Coast Highway, Tillamook County, requested an extension of time to June 15, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Meyers & Co., contract No. 1063, furnishing maintenance materials, Missouri Bend Section of the Alsea Highway, requested an extension of time to June 15, 1929. The Engineer recommended that the extension be granted subject to a penalty in the form of payment for rock checking service subsequent to May 31, 1929. Recommendation approved by 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, June 27, 1929.

The Commission met in Room 251 Multnomah County Court House at 10:00 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 grading, surfacing, paving and bridge projects:

UMPQUA HIGHWAY
APPROACHES TO SCOTTSEBURG BRIDGE - GRADING

Johnson & Co.	\$18,462.00
Swartley Bros.	20,060.00
Peart Bros.	21,916.00
Umpqua Dredging & Construction Co.	22,250.00
Washburn & Hall	24,160.00
Rust Bros.	24,670.00
Newport Construction Co.	25,485.00
D. P. Plymale	25,640.00

GREEN SPRINGS HIGHWAY
KEENE CREEK-JENNY CREEK SECTION - REGRADING AND SURFACING

Washburn & Hall	\$132,117.50
Morrison-Knudsen Co.	134,441.00
Earl L. McNutt	140,892.50
Johnson Bros. Co.	141,076.50
J. F. Shea Co.	146,527.00
Newport Construction Co.	150,448.00
von der Hellen & Pierson	193,080.00
Milne & Dussault	199,158.50

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THE DALLES-CALIFORNIA HIGHWAY
KLAMATH FALLS-LAKEVIEW JUNCTION SECTION - CONCRETE PAVING

W. D. Miller Construction Co.	\$119,360.00
Dunn & Baker	131,330.00
Guy F. Pyle	132,605.00
Northwest Roads Company	138,925.00

McKENZIE HIGHWAY
SPRINGFIELD-COGSWELL HILL SECTION - SURFACING

Meyers & Co.	\$43,630.00
Cochran Construction Co.	52,340.00
J. H. Gallagher	54,813.50
Washburn & Hall	56,665.00
Joslin & McAllister	56,910.00
R. W. Shaffer	60,424.00
Guy F. Pyle	62,210.00
C. R. Vaughan	65,360.00
Lindstrom & Feigenson	66,570.00
Wren & Greenough	73,810.00
Max O. Green	73,900.00

WILLAMETTE HIGHWAY
BLACK CANYON SECTION - GRADING

Slate Construction Co.	\$138,029.00
Newport Construction Co.	139,103.00
Monarch & Breen	144,820.00
W. B. Kidd & Co.	151,660.00
Swartley Bros.	156,712.00
Kelly & Sullivan Construction Co.	157,525.00
Rhodes & Dillard	165,630.00
Washburn & Hall	167,335.00

McKENZIE HIGHWAY
APPROACHES TO McKENZIE RIVER BRIDGE AND GATE CREEK BRIDGE - GRADING

Earl L. McNutt	\$15,044.00
Swartley Bros.	16,004.00
Eugene Sand & Gravel Co.	16,720.00
W. B. Kidd & Co.	16,790.00
Rust Bros.	19,218.00
R. W. Shaffer	19,505.00

MT. HOOD HIGHWAY
BRIDGE OVER SALMON RIVER

Rigdon Bros.	\$24,274.50
J. J. Badraun	27,170.00
Lindstrom & Feigenson	27,359.50

Cont'd

JUN 27 1929

Bridge over Salmon River - cont'd

E. R. Metzger	\$27,385.00
Kuckenberg-Wittman Co.	27,427.00
O. N. Pierce & Co.	29,084.00
Clackamas Construction Co.	30,155.00

ROOSEVELT COAST HIGHWAY
PILE TREESTLE OVER HAYNES SLOUGH

	Port Orford Cedar Piling	Treated Fir Piling
A. H. Kingsbury	\$6,528.00	\$6,978.00
Tom Lillebo	8,869.00	9,080.00
J. W. & J. R. Hillstrom	9,247.50	9,810.00

TABLE ROCK COUNTY ROAD - JACKSON COUNTY
BRIDGE OVER BEAR CREEK

Oscar Joelson	\$7,653.00
O. M. Olds	8,468.00
Northwest Contract Company	8,548.00
O. N. Pierce & Co.	8,720.00
J. J. Badraun	8,900.50

ADEL SOUTH MARKET ROAD - LAKE COUNTY
BRIDGE OVER DEEP CREEK

S. J. Hubbard	\$3,874.00
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SIUSLAW HIGHWAY
BRIDGE OVER INDIAN CREEK

Peart Bros.	\$11,760.00
Rigdon Bros.	12,382.50
O. N. Pierce	12,940.00
P. L. Frazier	12,940.00
C. A. Catching	12,980.00
Clackamas Construction Co.	13,010.00
E. R. Metzger	13,300.00
Stien Bros.	13,662.00
J. F. Johnston	13,825.00

SALEM-GEER MARKET ROAD - MARION COUNTY
TWO BRIDGES NEAR SALEM

A. H. Kingsbury	\$12,318.10
P. L. Frazier	12,946.30
Rigdon Bros.	13,238.50
C. O. Engstrom	15,099.00
Foster L. Odom	15,713.20
Kuckenberg-Wittman Co.	15,955.00
D. Samuel	16,630.00

MARKET ROAD EAST OF WOODBURN
BRIDGE OVER PUDDING RIVER

Rigdon Bros.	\$11,998.00
J. F. Johnston	12,700.95
Clackamas Construction Co.	12,997.30
O. N. Pierce & Co.	13,382.25
J. J. Badraun	14,967.25
C. O. Engstrom	15,246.70

OCHOCO HIGHWAY
BRIDGE OVER BRIDGE CREEK

Kuckenberg-Wittman Co.	\$9,036.00
Edward Krieg	9,402.00

C. H. Miller of Redmond urged that another unit of the Ochoco Highway be placed under contract. County Commissioner Wright stated for the County Court of Wheeler County that all of the right of way for the unconstructed portion of the Ochoco Highway in Wheeler County had been secured. In reply to a question from the Chairman, the Engineer stated that he recommended that the Fort Creek-Barnhouse Ranch Section, 6.5 miles in length, be selected as the next unit to be constructed. On motion which was carried, the Engineer was instructed to advertise this unit for bids to be received at the next meeting.

The Engineer reported that damage was being done to the Crater Lake Highway by truck traffic. Thereupon Commissioner Gates offered the following resolution and moved its adoption:

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

Crater Lake Highway

and,

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

WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the

commission that the maximum weights which shall be permitted upon the said highway shall be reduced and fixed as in this order provided,

NOW, THEREFORE, the premises being in part as above stated and the State Highway Commission having as a result of due investigation found that the road above mentioned and hereinafter designated is being damaged and injured on account of the kind and character of traffic now being hauled over and upon said road, and by reason of the fact that vehicles carrying maximum loads moving at the maximum speeds specified by the provisions of the laws of the state of Oregon are breaking up, damaging and deteriorating the said road, and the commission having found upon due investigation that it will be for the best interests of the said state highway that the maximum weight of load and vehicle upon any vehicle or combination vehicle in which any two axles are spaced less than 8 feet apart which shall be permitted upon said highway shall be reduced from 27,000 pounds to 20,250 and that the maximum total weight of load and vehicle of all other vehicles which shall be permitted upon the said highway shall be reduced from 22,000 pounds to 16,500 pounds, and that the maximum allowable load of 600 pounds per inch of tire width for tires having a width in excess of 30 inches shall be reduced to 450 pounds per inch of tire width, and that the maximum allowable load for tires having a width of less than 30 inches shall be reduced from 500 pounds per inch width of tire to 375 pounds per inch width of tire.

IT IS HEREBY ORDERED, that the maximum weight of load and vehicle upon any vehicle or combination vehicle in which any two axles are spaced less than 8 feet apart which shall be permitted upon said highway shall not exceed 20,250 pounds, and that the maximum total weight of load and vehicle of all other vehicles which shall be permitted upon said highway shall not exceed 16,500 pounds, and that on any vehicle or combination 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 or combination 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 that on any such vehicle or combination vehicle having a total tire width of 30 inches or more than 30 inches the concentrated width 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 or combination vehicle shall not exceed the product of the sum of 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 for vehicle or combination vehicle in which any two axles are spaced less than 8 feet apart be in excess of 7,975 pounds at the points of contact with the two wheels of any one axle of any such vehicle or combination vehicle, and that in no event shall the combined weight of load and vehicle for all other vehicles be in excess of 12,000 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 Section

36 of Chapter 371, General Laws of Oregon, 1921, as amended by Section 10 of Chapter 8, General Laws of Oregon, 1921, special session, as amended by Section 1 of Chapter 145, General Laws of Oregon, 1923, as amended, shall be in full force and effect for the following period, to wit: From the 27th day of June, 1929, to the 15th day of October, 1929, and the said rules, regulations and findings shall cover traffic operations over and upon the following named state highway, to wit:

The Crater Lake Highway between the east city limits of Medford in Jackson County and the west boundary of the Crater Lake National Park in Klamath County.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above designated portion of the Crater Lake Highway and at important cross roads on the said portion of the said highway so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county in which any of the said portion of said highway is located, and that a certified copy of the said order be furnished the Chief of the Traffic Enforcement Division for his information.

The motion was duly seconded and carried.

Geo. K. Aiken asked for work on the Central Oregon Highway between Juntura and Jonesboro. The Commission stated that they were not ready now to put on another construction unit but were ready to consider completing the survey. On motion which was carried, the Engineer was instructed to make the survey between Drewsey and the first railroad tunnel west of Harper when an engineering party was available. The Chairman stated that the Commission would proceed with a section of construction this year, the definite unit to be selected later.

The minutes of the meetings of May 22 and 23, 1929 were approved.

The Engineer recommended that the Redwood Highway throughout its entire length and The Dalles-California Highway between Modoc Point and Merrill be made "stop" highways on account of the increasing traffic on these highways. Acting under authority of Chapter 217, Sec. 28, Laws of 1927, the Commission designated as a main traveled or through highway the Redwood Highway throughout its entire length between Grants Pass and the California State Line and The Dalles-California Highway between Modoc Point and Merrill. The Engineer was instructed to place stop signs on all intersecting roads outside of the corporate limits of the city of Klamath Falls.

The Engineer reported that negotiations had been carried on with the Hammond Tillamook Lumber Company to remove the rails on their track which is not in use at the present time at the crossing of the Roosevelt Coast Highway at Idaville in Tillamook County. The Company had agreed to do this provided the replacement of the rails in this grade crossing would not be opposed by the Highway Commission if the company desired to operate this logging railroad again. On motion which was carried, the Commission agreed that in consideration of the removal of the rails at this time that it would not oppose their replacement on resumption of operation of the railroad, provided that this agreement would not be construed as a waiver of any right to apply for a grade separation or other modification of the present crossing which the demands of traffic may justify at that time the same as if the rails had not been removed.

The County Court of Malheur County by resolution requested the addition of Market Road No. 9 to be known as the Little Valley Market Road to their market road system. The purpose of this designation is to connect Little Valley through which the Central Oregon Highway passes with the railroad on the opposite side of the Malheur River. It is proposed to take down and move the Burrelle bridge, now abandoned because of the new structure on the Central Oregon Highway, to Little Valley and re-erect it on this connecting road, the cost to be paid from market road funds. The Market Road Engineer recommended the project. On motion which was carried, the Commission approved the request of the Malheur County Court for the addition of the Little Valley road to the county market road system.

Chairman Van Duzer reported that he had received assurances from Superintendent E. L. King of the Southern Pacific Company that approval of the Siuslaw project having been received from their officers, that the definite agreement would be drawn at once without delay.

A written offer was made by P. J. Gallagher, for the owners, to sell the Wauna Park property on the Columbia River Highway near Bonneville for \$12,450. No action taken.

No answer having been received from the officers of the Associated General Contractors re the bogus bid submitted on the Malheur River bridge on March 8, 1929, the Attorney was instructed to lay the matter before the District Attorney.

On motion which was carried, the Engineer was instructed to prepare plans and specifications for a bridge across the Rogue River on the Roosevelt Coast Highway in Curry County. The Engineer was also authorized in behalf of the Commission to secure the consent of the War Department to the construction of this bridge. Further, the Commission announced that bids would be received as soon as the plans and specifications had been prepared, and that when the bridge was completed it would be opened to the public as a free bridge.

Judge De Armond presented a statement of expense incurred by Deschutes County in the acquisition of right of way for the revised alignment of the Bend-Horse Ridge Section of the Central Oregon Highway,

amounting in total to \$1,903.00, and requested that Deschutes County be credited with that amount on its obligation to the state. Approved by the Commission.

Judge De Armond asked for a credit also in the sum of \$1,460.00, being the cost of new right of way on The Dalles-California Highway $7\frac{1}{2}$ miles north of Bend purchased in 1926. The Commission took this matter under advisement.

Judge De Armond asked for work on the Horse Ridge Unit of the Central Oregon Highway. Matter taken under advisement.

J. U. Smith of Newberg and Eugene Marsh of McMinnville appeared in behalf of those interested in the formation of the Nestucca Highway Improvement District whose object is to build a connecting road between the Roosevelt Coast Highway near Beaver and the Tualatin Valley Highway near Carlton. Mr. Marsh asked that a date be set for a hearing on the proposed boundaries of the district. After consideration it was agreed that the hearing should be held in Beaver on August 28, 1929 at two o'clock P. M. The Secretary was instructed to advertise the meeting in the newspapers as required by law.

John A. Laing, in behalf of the Interstate Avenue Association and the Portland City Planning Commission, appeared before the Commission asking for assistance in making connections from the north end of Interstate Avenue to Columbia Boulevard and Denver Avenue. Included in the delegation supporting the project were Mayor Baker, Commissioners Barbur and Pier, City Engineer Laugaard, Chairman Phegley of the Board of County Commissioners, and Roadmaster Buck. Specifically, Mr. Laing asked that the balance remaining in the Interstate Bridge set-up after the final costs of the Denver Avenue approach were determined be given to the Board of County Commissioners to make this improvement. Chairman Van Duzer stated that the Interstate Bridge agreement with Multnomah provided for the improvement of Denver Avenue only and clearly provided that any state funds not needed in that improvement were to be returned to the state, therefore, it was necessary to decline the request. Chairman Phegley stated that their present figures indicated that they would only need about \$35,000 out of the \$125,000 to pay for the Denver Avenue improvement or a return of about \$65,000 of the \$100,000 advanced.

A delegation was present from West Springfield in regard to the embankment approach at the west end of the Willamette River bridge. Included in the group were E. E. Morrison, M. F. McLain, Geo. Plummer, Robt. Oldham and Geo. Davenport. Mr. Morrison stated that he was chairman of the Springfield Bridge Committee and he was anxious to see the work completed and not stopped by litigation and that he had brought these men who were plaintiffs in the suit to meet with the Commission and see if a compromise could not be reached. Mr. Davenport stated that they would agree to a plan of lengthening the bridge 150 feet instead of the 250 feet and also would agree to the grade line shown on the original plans. Mr. Oldham who owns property north of the approach stated that this plan would

be agreeable to him also. The Chairman stated that the Commission regretted the delay in completing the bridge, that they had no desire to injure anyone's property rights, but that there was no demand for a bridge of this length when the bridge was first proposed and placed under contract. Further, state funds were now tied up in the bridge and more would be necessary to meet their demands for extra length. However, the Commission would be willing to lengthen the bridge 100 feet so as to secure the use of the bridge for the public but would not go further than that and would let the matter go through the regular court procedure. The delegation indicated that they would not be satisfied with anything less than 150 feet more of opening. The Attorney reported that he had filed his appeal but was waiting for the transcript of testimony from the court reporter before he could proceed further. He was instructed to hurry it all he could.

A delegation from Washington County appeared in the interest of the proposed Base Line Short Cut Road which it is proposed to divert from the Tualatin Valley Highway about 1/4 mile west of the Multnomah County Line in a northwesterly direction to an intersection with the Base Line near the corner common to Sections 34 and 35, T. 1 N. R. 2 W. and Sections 2 and 3, T. 1 S. R. 2 W., then west on the Base Line to Hillsboro. Present were Dr. Chas. Lamkin, Senator Edward Schulmerich, Thos. Tongue, Dr. Perkins, County Judge Ward, Jack Persons, Mike O'Meara, John Durig, Katherine O'Meara, Rachel Walker, A. G. Smith, Peterkort, Henry Johnson and Dan Johnson of Hillsboro; Jack Day and Tommy Luke of Portland; L. M. Graham, M. R. Johnson, Max Reardon, Fred Hutchcroft and John Thornburgh of Forest Grove. Dr. Lamkin presented a map showing the general alignment and stated that right of way waivers for free rights of way 100 feet wide had been secured from the most of the owners, which was indicated on the map by a color scheme. Senator Schulmerich stressed the direct alignment shown on the plan and the distance to be saved. Thos. Tongue urged that the improvement was needed because of the heavy travel on the Beaverton Road which would need widening soon. L. M. Graham and M. R. Johnson, representing the Forest Grove Chamber of Commerce, stated that the citizens of Forest Grove were solidly behind the project. Jack Day and Tommy Luke both spoke in favor of it from the Portland viewpoint. George Buck, County Roadmaster of Multnomah County, pointed out that Multnomah County was without funds to build the Cornell Road and that there was a large, well settled country to the north from which several roads would lead into this proposed project. Therefore, it would carry a heavy travel directly into Portland via the Canyon Road connection. Dr. Lamkin showed the Commission a large sheaf of right of way waivers and filed a petition liberally signed by representative citizens of Washington County. Chairman Van Duzer stated that the Engineer would go over the proposed project with the committee.

Martin Bernard, John Bennett, John Vanderzanden and Nickerson urged that when a new road from Portland to the Coast was located, that the Walker Road be considered. Mr. Vanderzanden urged the advantages of a road north of Hillsboro to make a more direct connection with a road to the Coast and better serve the north half of Washington County. The Chairman stated that when the Coast Road was considered that

all roads would be carefully studied.

A conference was held with H. D. Farmer, representing the Bureau of Public Roads, and P. H. Dater, representing the Forest Service, relative to programming the surplus amount in the forest highway fund remaining after the award of the early contracts. An agreement was reached to add the following projects to the 1930 fiscal year program:

Fremont Highway, Lake County Line to East Forest Boundary, 8.2 miles grading,

Federal Funds	\$60,000
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Alsea Highway, grade widening and embankment across Lint Slough at Waldport, 2.0 miles

Federal Funds	\$13,000
County "	4,600
State "	<u>22,400</u>
Total	\$40,000

Location surveys

Federal Funds	\$14,000
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Mt. Hood Highway, Government Camp to Wapinitia Road, Widening

State Funds	\$60,000
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It was agreed that the State set-up for the Mt. Hood project was in the nature of an advance to permit the Bureau to advertise the remainder of the project. It was thought that only a very small amount, if any, would be necessary for the project this year and that when the 1931 program was made up this item could be adjusted.

In the set-up for surveys was included an appropriation for the Ukiah-Grant County Line unit requested by Umatilla County Court. Judge Schannep asked for a greater width of roadbed than the previous survey and Mr. Farmer replied that the Bureau had planned on a 23 foot section which provided space for a 16 foot surface. This was satisfactory to Judge Schannep.

Mrs. Ernest Hebestreit of Baker asked for a settlement for area used as a watering place on Dooley Mountain. She stated that they were not satisfied with the \$500 offered by Division Engineer Smith and wanted to sell their whole tract of 97 acres to the State for \$2,500.00. The matter was held open for investigation. Commissioner Sawyer stated that he and the State Highway Engineer would look over the property soon.

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

Approaches to Umpqua River Bridge at Scottsburg, Umpqua Highway, Douglas County, grading and surfacing. Contract awarded to Johnson & Co., the low bidder, at \$18,462.00.

Keene Creek-Jenny Creek Section of the Green Springs Highway, Jackson County, grade widening and resurfacing. Contract awarded to Washburn & Hall, the low bidder, at \$132,117.50.

Klamath Falls-Lakeview Junction Section of the Klamath Falls-Lakeview Highway, Klamath County, concrete paving. Contract awarded to W. D. Miller Construction Co., the low bidder, at \$119,360.00.

Springfield-Cogswell Hill Section, McKenzie Highway, Lane County, surfacing. The low bid of Meyers & Co. at \$43,630.00 was rejected. Contract awarded to Cochran Construction Co., the next bidder, at \$52,340.00.

Black Canyon Section of the Willamette Highway, Lane County, grading. Contract awarded to the Slate Construction Co., the low bidder, at \$138,029.00.

Approaches to McKenzie River and Gate Creek bridges, McKenzie Highway, Lane County, grading. Contract awarded to the low bidder, Earl L. McNutt, at \$15,044.00.

Salmon River Bridge, Mt. Hood Highway, Clackamas County. The low bid of \$24,274.50, submitted by Rigdon Bros., is satisfactory but since this is a Federal Aid project and approval of the plans and specifications has not been received, the award is referred to the Engineer with authority to act on approval of the Federal authorities.

Haynes Slough bridge, Roosevelt Coast Highway, Coos County. The contract was awarded to A. H. Kingsbury, the low bidder, at \$6,978.00 using treated fir piling.

Bridge over Bear Creek, Table Rock Market Road, Jackson County. All bids were referred to the County Court of Jackson County.

Bridge over Deep Creek, Adel-South Market Road, Lake County. The one bid which was received was referred to the County Court of Lake County.

Bridge over Indian Creek, Siuslaw Highway, Lane County. The contract was awarded to Peart Bros., the low bidder, at \$11,760.00.

A bridge over Mill Creek and one over Penitentiary Mill Race near the east city limits of Salem, Salem-Geer Market Road, Marion County. All bids referred to the County Court of Marion County.

Bridge over Pudding River on Marion County Market Road east of Woodburn. At the request of the County Court of Marion County, announcement was made of the award of the contract to Rigdon Bros., the low bidder, at \$11,998.00.

Bridge over Bridge Creek near Mitchell, Ochoco Highway, Wheeler County. The low bid being above the engineer's estimate, it was rejected and the project ordered readvertised.

A delegation was present from Reedsport consisting of W. A. Lovelace, W. P. Reed, W. A. Burdick and Nelson Hogan, who asked that the Roosevelt Coast Highway be routed east on L Street to the docks on the river for a ferry landing. Commissioner Sawyer objected to routing the Roosevelt Coast Highway across the Southern Pacific railroad tracks. Chairman Van Duzer asked where the Roosevelt Highway would be located if the Southern Pacific bridge were used for a crossing of the Umpqua River. It was pointed out that West Railroad Avenue would be the logical location. After further discussion it was agreed that the Umpqua Highway should connect with the Roosevelt Coast Highway at West Railroad Avenue and be designated as crossing the railroad tracks, then north on East Railroad Avenue to L Street and east on L Street to 15th Street. The connection between L Street east of 15th and the Umpqua Highway is left for further consideration. The Reedsport delegation was satisfied with this designation.

Archie McGowan complained that work is not progressing fast enough on the Central Oregon Highway. He was accompanied by G. N. Jameson, Mayor of Burns, and W. F. Oltman, also of Burns. Mayor Jameson asked for help on the paving of Second Street through the city. There was some discussion as to the reasons for awarding the city paving contract to the United Contracting Co. on bituminous type on a higher bid than offered by two contractors bidding on Portland cement concrete. The Commission declined to cooperate on the paving under those conditions. As to routing the highway north of Burns, the Engineer stated that this report would be ready at the next meeting.

G. A. Carlson, representing the De Poe Light & Power Co., appeared relative to securing a franchise for a power line from Otter Rock to De Poe Bay on the Roosevelt Coast Highway. The east side of this road is now occupied by the telephone lines of the Pacific Telephone and Telegraph Company. The Commission stated that they would not permit the construction of pole lines at scenic points between the highway and the ocean and that the Commission had recently ordered the franchise of the Peoples West Coast Hydro Electric Corporation revoked for that reason. Mr. Gardner of the telephone company explained why it is not practical to place power lines on the same poles with long distance telephone circuits. The Commission deferred further consideration of the matter until the next meeting when the Peoples West Coast Hydro Electric Corporation can be represented.

Judge Jordan, Commissioner Ernest Johnson and District Attorney Burleigh asked for cancellation of the old debts of Wallowa County to the State as was done in Baker and Union Counties. The Chairman stated that the matter would be taken under advisement and investigated further.

A. J. Parrington reported on progress being made in audit of freight bills and asked to have his previous contract for the year 1926 extended so as to cover the years 1927, 1928 and 1929. This was agreed to by the Commission.

6/27/29
The matter of a traffic count on a cooperative basis as proposed by the U. S. Bureau of Public Roads was discussed. The purpose was to make a continuous count at 48 stations over a period of a year. The Bureau would cooperate to the extent of \$8,000 and do all of the tabulating at its own cost. The State would pay the balance of the cost. After consideration, the Commission agreed to sign the contract submitted by the Bureau covering this work.

The following projects were authorized for bids to be received at the next meeting July 25th:

- Red Bridge-Drain Unit of the Umpqua Highway, 10.5 miles of grading;
- Fort Creek-Barnhouse Ranch Section of the Ochoco Highway, 6.5 miles of grading;
- Glenada South Section of the Roosevelt Coast Highway in Lane County, 1.5 miles grading;
- Riverton-Bandon Section of the Roosevelt Coast Highway in Coos County, resurfacing;
- Neskowin-Siletz River Section of the Roosevelt Coast Highway in Tillamook and Lincoln Counties, widening and resurfacing;
- Tualatin River bridge, West Side Pacific Highway in Washington County.

29: The following projects were authorized for the meeting on August

- Mt. Rest-Little Beech Creek Unit of the Pendleton-John Day Highway, Grant County, 8 miles grading;
- Kamela-Hilgard Section of the Old Oregon Trail, 13 miles of grade widening.

The Engineer was instructed to investigate paving south of Medford on the Pacific Highway and report at the next meeting.

A request was received from the County Court of Klamath County that the State assume the damages to the Swan Lake Lumber Company for additional right of way on the Klamath Falls-Lakeview Junction Section of the Dalles-California Highway. The Secretary was instructed to find out from the County what other claims will be filed on this project for additional right of way.

A petition was received from the Chamber of Commerce of Oregon City together with letters from the Marion County Federation of Community Clubs and the Salem Chamber of Commerce asking that the section of the Pacific Highway between Canemah and New Era now under contract be closed and traffic both north and south be routed over the detour instead of only the north bound travel as at present. After extensive consideration the Commission denied the request and instructed the engineer to carry south bound traffic alongside the pavement as originally planned.

The Engineer reported that the County Court of Lincoln County had advised that the Viewers' Report on the right of way damages on the Seal Rocks-Alsea Bay Section of the Roosevelt Coast Highway allowed a total of \$5,352.00. This report was accepted and adopted by the Court on June 5, and they had sufficient funds on hand to pay these costs in cash. However, there were some property owners who had filed claims in excess of the Viewers' allowance which it may be found necessary to compromise or litigate. To handle these the Court asked if the Commission would loan a sufficient sum to the County so as to avoid the necessity of going on a warrant basis. The Commission agreed to loan such sum as is required having in mind that conservative settlements will be made.

In the matter of the Aeronautics Conference and meeting of the Western Association of State Highway Officials to be held in Boise July 8, 9 and 10, Chairman Van Duzer and Commissioner Gates were uncertain as to whether they could go, but if they do not, Commissioner Sawyer and the State Highway Engineer were authorized to represent the Commission.

Requests for extensions of time were received from the following:

W. D. Miller Construction Co., contract No. 1073, grade widening, Klamath Falls-Lakeview Junction Section of The Dalles-California Highway, requested an extension of time to June 15, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Hansen & Larson, contract No. 1077, bridges over Cunningham and Budd Creeks on the Roosevelt Coast Highway in Coos County, requested an extension of time to August 31, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

George Abraham, contract No. 1058, regrading and surfacing, Morrow County Line-Umatilla Section of the Columbia River Highway in Umatilla County, requested an extension of time to June 30, 1929. The Engineer recommended that the extension be granted subject to a penalty in the form of engineering costs subsequent to the contract completion date. Recommendation approved by the Commission.

The Engineer reported that a large number of trucks allotted to the state from surplus war equipment and used for many years in maintenance work had been worn out and it was now necessary to replace this equipment. Further it was desirable to consider the matter now so that the new equipment would be available for snow removal purposes this winter. The Engineer recommended the purchase of

- 36 - 2-ton four wheel traction trucks
- 18 motorized graders
- 30 - 1-ton trucks

After consideration the recommendation was approved and the Engineer was authorized to secure bids on this equipment through the Board of Control.

The Attorney reported that he had made an investigation of the costs of acquiring the strip of property between the Roosevelt Coast Highway and Battle Rock at Port Orford and found that about \$8,350 would be required. After some consideration it was agreed to cooperate to the extent of \$2,000 of state funds toward the purchase of this property for a state park provided that the local residents or others interested will make up the difference. The Attorney was instructed to notify Louis Knapp and George Soranson of this decision.

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, July 25, 1929.

The Commission met in Room 251 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 grading, surfacing and bridge projects:

ROOSEVELT COAST HIGHWAY
RIVERTON-BANDON SOUTH SECTION - SURFACING

Meyers & Co.	\$143,825.00
Newport & Pyle	144,802.00
F. J. Kernan	154,726.00
Joslin & McAllister	184,096.00

UMPQUA HIGHWAY
RED BRIDGE-DRAIN SECTION - GRADING

Peck & Einerson	\$155,972.80
Myers & Goulter	165,353.00
Joplin & Eldon	165,644.70
Cochran Construction Co.	166,085.10
Bauers & Bauers	166,552.50
E. L. Gates	168,390.00
Rhodes & Dillard	171,007.00
Swartley Bros.	171,978.50
Wren & Greenough	174,292.50
Washburn & Hall	174,523.00
F. J. Kernan	179,854.50
Slate Construction Co.	181,891.00
Verne W. Winters	190,019.00
C. R. Johnson	192,777.70
J. F. Shea Co.	200,774.50
Newport & Pyle	202,117.00

OCHOCO HIGHWAY
FORT CREEK-BARNHOUSE RANCH SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
H. E. Cornell	\$119,115.00	\$117,645.00
Earl L. McNutt	118,998.20	118,517.00
Monarch & Breen	120,087.00	119,586.00
Myers & Goulter	121,894.00	121,307.50
J. A. Terteling & Sons	123,902.50	123,359.50
Morrison-Knudsen Co.	125,028.00	124,680.00
W. B. Kidd	127,390.00	126,992.50
Peck & Einerson	135,257.50	133,927.00
Johnson Bros. Co.	135,447.00	134,883.00
Newport Construction Co.	136,681.00	135,496.00
Doust, Tobin & Son	137,937.25	136,686.25
Clifton, Applegate & Toole	138,570.00	136,917.00
Wm. Endicott	145,386.50	145,041.50
J. F. Shea Co.	172,945.00	171,460.00

UMPQUA HIGHWAY
JACK AND HARDCRABBLE CREEK BRIDGES

C. A. Catching	\$11,163.50
Clackamas Construction Co.	11,179.00
O. N. Pierce Co.	11,260.00
P. L. Frazier	11,862.50
Rhodes & Dillard	11,920.50
Tom Lillebo	11,999.75
H. C. Malott	12,890.50
J. F. Johnston	13,010.50
E. L. Gates	14,822.00

WEST SIDE PACIFIC HIGHWAY
TUALATIN RIVER AND CEDAR CREEK BRIDGES

Northwest Contract Co.	\$71,130.00
Rigdon Bros.	71,758.50
Clackamas Construction Co.	71,956.50
O. N. Pierce	74,119.50
Lindstrom & Feigenson	78,005.00
Kuckenberg-Wittman Co.	81,106.00
J. W. Sadler	81,909.50
J. J. Badraun	82,301.00
The Gilpin Construction Co.	85,960.00
Parker-Schram Co.	91,661.20

OCHOCO HIGHWAY
BRIDGE OVER BRIDGE CREEK AT MITCHELL

Edward Krieg	\$8,370.00
J. F. Johnston	8,432.50
Kuckenberg-Wittman Co.	8,541.00
O. N. Pierce	9,015.00
Rhodes & Dillard	9,592.00

Nelson B. Higgs and Grant Thompson of Crane were present and requested a hearing on the merits of the Crane-Riverside-Juntura route for the Central Oregon Highway. Their request was granted, it being decided to give the proponents of both routes an opportunity to present their claims at the next meeting.

Judge Barnard stated that the Lane County Court had been in conference with the residents of West Springfield about the Willamette River bridge matter and in order to bring about a settlement of the differences existing, the Court offered to pay the difference in cost between the bridge structure and the embankment for the next fifty feet adjoining the 100 feet additional which the Commission offered to build at the previous meeting. Judge Barnard stated that this would satisfy the West Springfield people and further that they would agree to the original grade line rather than the high grade line specified in the court order. The Commission accepted the cooperation of Lane County and agreed to Judge Barnard's plan. The Attorney was instructed to join with the attorney for the plaintiffs in a request to Judge Skipworth to modify the court order so as to permit the construction of 150 feet additional of bridge structure on the original grade line rather than 250 feet additional on a high level grade line. The Commission instructed the Engineer to prepare plans and specifications for the extension and to advertise for bids to be received at 10 o'clock A. M. on August 6th at the Court House in Portland.

The Glenada south project was discussed further, the Engineer reporting that the survey had been completed and that right of way descriptions would be furnished to the Lane County Court at once.

Judge Barnard discussed the Southern Pacific agreement covering the construction of the Rainrock-Cushman Section of the Siuslaw Highway. The Attorney pointed out some objectionable features in its present form. It was agreed that the Chairman would confer with the Southern Pacific officials to see if those features could be modified or revised. Judge Barnard referred to the 200 foot right of way required for side borrow and thought that the Commission should help by the purchase of this additional width. The Engineer was instructed to prepare a report for the next meeting showing the amount of right of way required for borrow purposes and the costs of this method compared with end haul using the regular width of right of way.

W. A. Lovelace, Chairman of the Board of Trustees of the Umpqua Highway Improvement District, stated that the bids received for the Red Bridge-Drain grading unit and the two bridges were satisfactory and recommended that the contracts be awarded to the low bidders. He stated that the Board of Trustees would transmit to the Commission the sum of \$130,000 within the next few days to cover their own and the Douglas County cooperation on the project. He stated that the Trustees would like to spread the remaining cooperative payments on the Reedsport-Coos County line project amounting to \$14,000 each year for two years over a four year period with a \$7,000 payment each year. The Commission thought that the original arrangements should be continued and refused the request.

Mr. Lovelace asked the Commission to call for bids on the unit of the Umpqua Highway through Reedsport. With the understanding that no State or Government funds would be available for cooperation on this unit, the Commission instructed the Engineer to prepare plans and specifications and advertise the project.

J. D. Wood, Commissioner of Public Works of Idaho, was present by invitation to discuss the interstate bridge situation across the Snake River. The facts concerning the building and maintenance of the bridges at Nyssa, Ontario, Payette and Weiser were considered. The immediate need of repairs to the Nyssa Bridge was emphasized in the discussion. Mr. Wood urged the consideration of a new bridge called the Porters Ferry bridge as a joint cooperative project by the two states. He stated that Idaho already had a \$40,000 appropriation for the project and it was proposed to secure Federal Aid to match both Oregon and Idaho state funds. This proposed bridge is located 6.7 miles west of Weiser and would require two miles of new grade on the Oregon side of the river to connect with the Old Oregon Trail. Mr. Wood urged this bridge as a needed interstate connection. Mr. Wood asked that the Weiser road connection be designated as U. S. No. 30 North. Taken under consideration.

H. C. Boyer of Ontario stated that his community was opposed to the construction of the Porter's Ferry Bridge across the Snake River as advocated by Mr. Wood.

C. G. Brownell of Portland, _____ Moon, representing the Old Oregon Trail Freight Line operating between Portland and Walla Walla,

Smart, representing Consolidated Truck Lines operating between Portland and Spokane, _____ Secretary of the Pasco Chamber of Commerce, and Benjamin Hill of Walla Walla, President of the Umatilla-Wallula Cut Off Association, appeared in behalf of the Umatilla-Wallula Cut Off. Mr. Brownell reviewed the history of the project and urged the desirability of the project as bringing tourists into Oregon from Walla Walla who now go to Seattle by reason of the new improved state highway through the Yakima Valley and across Snoqualmie Pass. The representatives of the truck companies spoke of the tolls charged by the privately owned ferry at Umatilla and the daily cost to their companies. Also, they told of the uncertainty of ferry service in the winter season. Reference was also made to the extra distance through Pendleton for trucks operating to Spokane and the saving to their lines by reason of the shorter distance on the cut off line. Mr. Hill urged the new road as a means of promoting business relations between Walla Walla and Portland. He stated that it would draw Yellowstone Park travel because of the shorter distance. Mr. Hill also stated that Walla Walla was urging the Washington Department to complete the road from Wallula to the Oregon state line. Matter was taken under consideration.

Mr. S. K. Pardee, Commercial Manager of the Peoples West Coast Hydro Electric Corporation, was present for the purpose of securing a franchise for his company for a power line along the Roosevelt Coast Highway between Otter Rock and De Poe Bay in Lincoln County. He presented a letter from the directors of the De Poe Light & Power Company withdrawing their application for a franchise on the same location in favor of the Peoples West Coast Hydro Electric Corporation. Division Engineer Sawyer presented a sketch map showing the proposed location and arrangement of the pole lines of both telephone and power companies between Newport and De Poe Bay, so that the scenic sections would not be impaired by pole lines between the road and the ocean. This involved some rearrangements of the telephone lines also. The Commission approved the franchise as shown on the sketch map. With reference to the pole line already constructed between Yaquina Bay and Alsea Bay prior to the construction of the Roosevelt Coast Highway, it was agreed that this line would be permitted to remain in its present position until the construction of the road between these points was completed.

John M. Hickson, representing the Portland-Medford Truck Line, asked that the load limit order on the Pacific Highway bridges at Myrtle Creek, South Umpqua River and Rogue River be modified to permit an 11-ton load for a truck and also an 11-ton load for the accompanying trailer. The Commission were agreeable to increasing the present allowable load from 10 tons to 11 tons for a single truck on any one span of these bridges, but held that the trailer must be detached from the loaded truck in crossing these bridges and that the total load of the trailer and the towing vehicle on any single span must not exceed 11 tons. On motion by Commissioner Gates, which was carried, the load limit order affecting certain bridges adopted September 25, 1928 was revised and modified to permit on the following bridges a total gross load of 11 tons, consisting of combined load and vehicle, including the gross weights of each and all trailers, attached thereto, all considered as one vehicle, which shall be permitted

upon any single or individual span of the said bridge structures at any one time:

Pacific Highway

- 1-220.23 Myrtle Creek Bridge at Myrtle Creek
- 1-205.90 South Umpqua River Bridge near Winston
- 1-279.17 Rogue River Bridge at Grants Pass

Lower Columbia River Highway

- 2B-53.93 Beaver Creek Bridge #1
- 2B-61.22 Beaver Creek Bridge #2
- 2B-65.10 Clatskanie River Bridge
- 2B-80.97 Hunt Creek Bridge
- 2B-83.02 Gnat Creek Bridge
- 2B-84.66 Big Noise Creek Bridge
- 2B-85.15 Rock Creek Bridge

Roosevelt Coast Highway

- 9-08.4 Skipanon River Bridge near Warrenton (temporary)
- 9-18.5 Wahanna Creek Bridge at Seaside

E. L. Wilson, attorney, was present with Chas. Kline who has a lease on the Indian lands occupied by the Sunset Inn buildings on the Old Oregon Trail in Umatilla County. Mr. Wilson asked in behalf of his client that if the state purchased this land on which the leases had two years yet to run from the Government, that preference rights be given to Mr. Kline to renew the lease on the same terms as he has from the Government. The Attorney was instructed to inquire from the Superintendent of the Umatilla Reservation as to the present lessee's record and standing. Matter held for further consideration.

Mr. John A. Laing, of Portland, presented a letter signed by J. C. Ainsworth, Chairman of the City Planning Commission, Grant Phegley, Chairman of the Board of County Commissioners, and George L. Baker, Mayor of Portland, relating to the construction of a connection between Interstate Avenue and Denver Avenue at Willis Boulevard. Request was made that Multnomah County be permitted to expend for this improvement the sum of \$40,000 out of the surplus funds provided under an agreement dated December 19, 1928 for the completion of the Denver Avenue approach to the Columbia River Interstate Bridge. The letter stated that if the cost of the improvement should be found to be less than \$40,000 any balance would be turned back to the State. It was stated that the Board of County Commissioners consider the project as within the spirit and purpose of the original agreement, but if to grant this request an amendment was considered necessary, the Board asked that such an amendment be made. Matter held for further consideration.

C. G. Brous, President of the Linnton Community Club, presented a statement for the construction of an east and west state highway through Washington County north of the Base Line. Mr. Brous argued that the completion of the St. Johns Bridge would open up new routes of travel and that a direct connection with Northern Washington County was desirable via the Germantown Road or Cornelius Pass. He urged also as a reason for a more northerly route than the Base Line a more direct connection to the proposed Wilson River Road.

The Commission ordered included in the minutes a letter written the previous day to the County Court of Linn County reading as follows:

"The State Highway Commission is not prepared at the present time to proceed with the construction of the Santiam Highway with state funds. Inasmuch as Linn County, through their County Court, has offered cooperation to the extent of \$70,000 in 1929 and have indicated that in years following they will make further levies for this purpose, the Highway Commission agrees with the Linn County Court that the funds so advanced by the county will be expended by the state on the Santiam Highway and will be received as cooperation on the part of Linn County and the Commission pledges that when funds are available on the part of the state, funds will be apportioned to this road. It is further agreed that Linn County's cooperation on the Santiam Highway construction is to be 25 per cent."

The Engineer was instructed to make the survey of the next unit east of the Ranger Station of sufficient length to take up the county funds if a request was received from the Linn County Court.

The Secretary reported that a petition had been received from I. M. Davis of Drewsey, containing the names of many residents of Burns, Drewsey and Juntura, urging that the next unit of the Central Oregon Highway to be constructed east of Burns be the section between Drewsey and Juntura. Petition ordered filed.

The Commission approved the minutes of the meeting of June 27, 1929.

The Secretary reported that the Solicitor for the Bureau of Reclamation had denied the State's claim for reimbursement for the washout of a section of the Klamath Falls-Lakeview Highway near Olene by the breaking of an irrigation flume. The Attorney was directed to appeal to the Secretary of the Interior for further consideration of this claim.

At five o'clock announcements of awards of contracts were made by the Chairman as follows:

Riverton-Bandon-South Section of the Roosevelt Coast Highway in Coos County. All bids rejected and the project ordered readvertised

because in excess of the engineer's estimate.

Red Bridge-Drain Section of the Umpqua Highway, Douglas County, 10.1 miles of grading. The low bid of Peck & Einerson at \$155,972.80 is satisfactory but the bidders being unknown to the Commission, the bid was referred to the Engineer for investigation.

Fort Creek-Barnhouse Ranch Section of the Ochoco Highway, 6.95 miles of grading. The contract was awarded to the low bidder, H. E. Cornell, at \$117,645.00.

Bridges over Hardscrabble and Jack Creeks on the Umpqua Highway, Douglas County. The contract was awarded to the low bidder, C. A. Catching, at \$11,163.50.

Bridge over Tualatin River and culvert over Cedar Creek, West Side Pacific Highway in Washington County. The low bid of \$71,130.00 by the Northwest Contract Company is satisfactory, but federal approval of the project not having been received, the award of contract was deferred.

Bridge over Bridge Creek on the Ochoco Highway east of Mitchell, Wheeler County. The low bid of Edward Krieg at \$8,370.00 is satisfactory but the bidder being unknown to the Commission, the bid was held for investigation.

Commissioner Sawyer made the following motion which was carried: "That hereafter all applications for power or telephone lines be accompanied by a certificate from the Engineer that the construction of the line will not interfere with any scenic values."

The following projects were approved for inclusion in the construction program:

Harper-Burrelle Ranch, 15.5 miles surfacing, Central Oregon Highway, Malheur County.

Gnat Creek revision and grade widening, Lower Columbia River Highway, Clatsop County.

Drainage ditch north of Haines, Old Oregon Trail, Baker County.

The Engineer recommended consideration of a joint arrangement with the Southern Pacific Company for the construction of a culvert and embankment at Tryon Creek, north of Oswego, Pacific Highway, Clackamas County, where both parties now have wooden bridges in close proximity to each other. The Commission approved the plan and authorized the construction of the culvert at an estimated cost of \$10,000.00.

On recommendation of the Engineer, the Commission authorized a survey for the reconstruction of the Pacific Highway north of Medford to the Tolo overhead crossing.

The Engineer was instructed to submit to the War Department an application for the construction of an embankment and ferry slips on the south side of Yaquina Bay on the location of the Roosevelt Coast Highway.

After further consideration it was decided to take over the Snake River bridge east of Nyssa and make the necessary repairs as a maintenance operation with state bridge maintenance forces.

The Commission received a request for approval of a petition for the formation of a highway improvement district to be called the North Umpqua-Diamond Lake Highway Improvement District. The boundaries proposed include the drainage area of the North Umpqua River, Little River and Rock Creek east of the Pacific Highway and extending to the Douglas-Klamath County Line and a strip approximately six miles west of the Pacific Highway from Wilbur to Dillard. These boundaries represent a substantial reduction in area from the district previously proposed under the same name. The Commission set the date of September 25, 1929 for a hearing on the boundaries proposed for the district, to be held in Roseburg, Douglas County. The Secretary was instructed to attend to the advertising of the meeting for the statutory period.

A request was received from the Harney County Court for the addition of a road to the Harney County Market Road System called Diamond Market Road No. 5, described as beginning on Market Road No. 1 at a point 11 miles south of Crane, thence west two miles, thence southwesterly by Barton Lake to Diamond Valley, thence up the south side of Diamond Valley to Diamond store, thence northerly to Happy Valley, and westerly to the vicinity of Ward Bridge, a distance of 42 miles. Also, approval was requested of the extension of Market Road No. 2 from Narrows south to French Glen 37 miles, and the extension of Market Road No. 1 from Folly Farm south to Denio, 89 miles. The Market Road Engineer reported that the greater part of the construction work on these roads will be of the "desert type" constructed with a tractor and grader. He recommended that the addition of these roads to the Harney County Market Road System be approved.

A request was received from the Columbia County Court for the approval of a market road described as follows: Beginning at the terminus of the Rainier-Apiary Market Road No. 2, near the quarter-section corner between Sections 10 and 11, Township 6 North, Range 3 West of the Willamette Meridian and running thence in a southwesterly direction over the most practical route to an intersection with the Nehalem Highway (Market Road No. 4) at or near the mouth of Oak Ranch Creek in Section 3, Township 5 North, Range 4 West of the Willamette Meridian, Columbia County, Oregon. The matter was referred to the Market Road Engineer for investigation and report.

A request was received from the Lake County Court for the approval of the addition of the Lakeview-California State Line Section of the Fremont Highway to the Lake County Market Road System. This action was taken to permit the Court to expend market road funds as cooperation on this unit of the state highway. The Market Road Engineer recommended that request be granted. Recommendation approved by Commission.

JUL 25 1929

The request of the County Court of Deschutes County for reimbursement for right of way purchased in 1926 for the Dalles-California Highway on revised alignment north of Bend, amounting to \$1,460.00, was discussed. After consideration, reimbursement for this expenditure was authorized, same to be credited against the county indebtedness to the state.

Commissioner Gates called attention to the fact that Jackson County had purchased right of way for two or three minor revisions in alignment on the Pacific Highway between Central Point and Medford which had not been used because of the probability of more extensive revisions later. It was agreed that reimbursement should be made to Jackson County to cover the amount expended for these strips of right of way.

A request was received from the Klamath County Court that the state include in its contract for surfacing the Dairy-Lorenz Mill Unit about 10,000 cubic yards of crushed rock for the Lorenz Mill-Bonanza Market Road, with the understanding that this material would be paid for by the county. Approved by the Commission and the Engineer instructed to include the Lorenz Mill-Bonanza Section in the state project.

A request from the State Game Commission for a modification of the department's claim for snow removal on the Diamond Lake Road in the spring of 1928, amounting to \$451.00, was declined for the reason that the work was done at their request with the rates for men and equipment clearly understood beforehand and the bill represents actual costs.

A petition was received from residents of Malin for resurfacing and oiling of the unit of The Dalles-California Highway between Merrill and the California state line. Matter taken under consideration.

A letter was received from E. D. Wetmore, President of the Kinzua Lumber Company, offering to sell to the state 180 acres more or less of timber lands on the John Day Highway in the vicinity of Shelton Park for the sum of \$5,000. This purchase was authorized by the Commission for park purposes.

The Engineer was authorized to investigate the purchase of a ferry boat for the Coos Bay crossing between Glasgow and North Bend.

The Equipment Engineer recommended that on the bids received, purchase be made of six Coleman trucks from the Coleman Motor Corporation at \$2,970.81 each to be delivered at Salem, and thirty FWD from the Four Wheel Drive Auto Co., at \$3,549.00 each, sixteen to be delivered at La Grande and fourteen to be delivered at Klamath Falls. Recommendation approved and purchase authorized.

The Equipment Engineer recommended that on the bids received, purchase be made of eighteen Galion motorized graders at \$2,455.75 each from the Feenaughty Machinery Co.

JUL 25 1929

For snow removal operations, the Commission authorized the purchase of 2 Snogo units, 3 Snow King side plows, and 12 eight foot moldboard plows.

The following requests for extensions of time were received:

Quinn Brothers and Robbins, contract No. 1070, Quartz Station Revision, grading, requested an extension of time to June 15, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Henry C. Boyer, contract No. 1047, Ana Spring-Hunter Hill Section of Fremont Highway, grading, requested an extension of time to July 31, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

J. F. Johnston, contract No. 1061, bridge over Yamhill River, requested an extension of time to April 30, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Meyers & Co., contract No. 1063, Missouri Bend Section of the Alsea Highway, resurfacing, requested an extension of time to July 31, 1929. The Engineer recommended that the extension requested be granted subject to a charge for the rock checker's salary subsequent to their original completion date, April 30, 1929. Recommendation approved by Commission.

Clyde R. Seitz, contract No. 1065, East Unit Pendleton-Kamela Section of Old Oregon Trail, resurfacing and maintenance materials, requested an extension of time to August 31, 1929. The Engineer recommended that the extension requested be granted because it had been necessary to stop hauling during the wet weather months on account of damage to roadway. Recommendation approved by Commission.

W. D. Miller Construction Co., contract No. 1073, Klamath Falls-Lakeview Junction Section, grade widening, requested an extension of time to July 1, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

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

Roy A. Klein
State Highway Engineer
and Secretary

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

JUL 25 1929

Portland, Oregon, August 6, 1929.

The Commission met in Room 251 Multnomah County Court House at 10 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 150 foot extension to the west end of the Willamette River bridge at Springfield, as follows:

Hargreaves & Lindsay	\$12,586.00
Stien Bros.	14,258.20
O. N. Pierce	14,883.00
Northwest Contract Co.	14,895.00
Rigdon Bros.	15,339.00
Geo. W. Perkins	15,941.50
H. E. Wilder Co.	17,795.00

The Southern Pacific agreements covering the encroachments on the railroad right of way between Rainrock and Cushman were discussed. Chairman Van Duzer reported the results of his conference with the attorney for the company. It was agreed that the Chairman and Attorney Devers should take up the matter of the damage claims further with the Southern Pacific attorneys this present week.

The Commission confirmed the awards of contracts made by the Engineer since the previous meeting as follows: Grading, Red Bridge-Drain Section of the Umpqua Highway to the low bidder, Peck & Einerson, at \$155,972.80; Tualatin River bridge and Cedar Creek culvert, West Side Pacific Highway, to the low bidder, Northwest Contract Co. at \$71,130.00; bridge over Bridge Creek, Ochoco Highway at Mitchell to the low bidder, Edward Krieg, at \$8,370.00.

The Engineer recommended the purchase of one acre of ground for a maintenance patrol station site at Burns adjoining the railroad tracks and near the Burns-Crane road at a cost of \$400.00. Purchase approved by Commission.

The Engineer recommended the purchase of an approximately $2\frac{1}{2}$ acre tract for a maintenance patrol station site in Pendleton. The property recommended is centrally located, adjoining the railroad tracks. Through cooperation of the City Council and the Pendleton Commercial Club, the property can be secured for \$800.00. The Commission approved the purchase on that basis.

The Engineer reported that an informal tender to build the maintenance patrol shed at Paisley had been received from John J. Cunningham for \$2,395.00. The Commission rejected the offer and ordered the project to be readvertised at the next meeting.

AUG 6 1929

The Engineer reported that a telephone line was under construction between Monmouth and Independence and that a franchise has been given to set the poles 29 feet from the center line of the highway on the south side. It was found, however, that the property fences were irregular and the owners would not consent to moving back so as to leave a full 30 feet on that side without compensation for the area taken. The Attorney advised that the original record was so indefinite that he doubted if the full 60 foot right of way could be secured through court action. Therefore, the Commission authorized negotiation with the property owners to secure the full one-half or 30 feet on the south side so that the fences could be moved back and the pole lines placed at the proper distance provided in the franchise.

The Attorney reported that acting on instructions from the Commission at the previous meeting, he had appeared before Judge Skipworth with the attorneys for the West Springfield residents and had secured a modification of the decree whereby the previous order was modified to permit the construction of an additional 150 feet on the west end of the Springfield bridge instead of 250 feet previously required, and the state was also permitted to construct the bridge on the original grade line rather than the high grade line previously ordered. With this modification, the Attorney advised that the Commission was free to proceed.

At 11 o'clock the tabulation of the bids received on the Springfield bridge approach was read. The low bid of Hargreaves & Lindsay at \$12,586.00 was satisfactory, but the bidder being unknown to the Commission, it was referred to the Engineer for investigation. The Engineer was authorized to hold the check of the second bidder, Stien Brothers.

A letter was received from Judge Payne advising that Linn County had on hand at the present time one-half of the \$70,000 pledged for the Santiam project and would collect the other one-half with the fall taxes. The County Court desired to see this amount expended upon this road this season. The Engineer was instructed to make a survey and prepare plans and specifications for a project of sufficient length to take up these funds.

The Attorney reported that he had received a letter from the Superintendent of the Umatilla Indian Reservation which stated that he would not consider renewing the present lease of Indian land on the Old Oregon Trail now used as Sunset Inn, to Chas. Kline, therefore, there were no preference rights involved if the State secures this property. The Attorney was then instructed to complete the transaction and secure this property as a part of the timber reserve bordering on the Old Oregon Trail through the Blue Mountains.

A petition was received from the Powers Commercial Club for the formation of a highway improvement district as provided in Chapter 399, Oregon Laws, 1921. The area proposed to be included in the district is in Coos and Curry Counties between the 42° 18' and 43° 0' parallel of Latitude and between 123° 30' and 124° 06' meridians, an area in excess of 1400 square miles. The Commission noted that a large portion of the

area included is in the forest reserve. The petition was referred to the Attorney for a report at the next meeting.

There was some discussion of the policy of the Forest Service in the exchange of forest lands for private timber holdings bordering on state highways, as developed by Chairman Van Duzer's conversation with representatives of the Forest Service.

The Engineer reported on the ownerships of timbered areas along the Klamath Falls-Lakeview Highway.

The Engineer was instructed to secure the ownerships along the Wapinitia Highway.

Division Engineer Clarke presented the offer of H. T. Botts of Tillamook to sell his rights to property fronting on Lake Lytle, Roosevelt Coast Highway in Tillamook County, to the State for \$1400. The Attorney was instructed to investigate the title to this property. Mr. Clarke was instructed to see Mr. Watts, the owner of the garage on the lake front opposite the Lake Lytle Hotel to see what he intended to do with it after the wider right of way was secured.

The Commission approved the application of the Portland Gas & Coke Co. to lay an 8 inch gas main on the Pacific Highway between Aurora and Salem with the provision that the main be laid in the ditch on the west side but in no case closer than 23 feet from the center line of the pavement.

A request was received from the Wahanna Bridge Committee of the Clatsop Chamber of Commerce requesting consideration of the reconstruction of the bridge over Wahanna Creek at the north city limits of Seaside to eliminate a dangerous curve at that point. This project having been under consideration for some time as a part of the program, it was voted to undertake the construction of this bridge in the near future provided it meets with the approval of Commissioner Gates. The Secretary was instructed to invite the help of the committee in securing the right of way necessary for the new structure.

W. H. Lynch, District Engineer, and H. D. Farmer, Senior Highway Engineer, U. S. Bureau of Public Roads, were present and discussed with the Commission the Siuslaw River project between Rainrock and Cushman, particularly with reference to the right of way required for borrow purposes. Their statement was that for the parts of the project where the 200 foot right of way was required for side borrow purposes, 120 acres was needed with an estimated cost of grading of \$127,620, while if the material was end hauled out from cuts and the 80 foot width of right of way taken, the cost of grading would be increased to \$301,000.

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

Roy A. Klein
State Highway Engineer
and Secretary

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

Beaver, Tillamook County, Oregon, August 28, 1929.

A meeting was held in a grove south of the intersection of the Blaine Market Road and the Roosevelt Coast Highway to consider a petition for the formation of the Nestucca Highway Improvement District. Present were:

C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary
J. M. Devers, Attorney

Commissioner Gates called the meeting to order at 2 P. M. The call of the meeting was read by the Secretary 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, as amended by Chapter 254 General Laws of Oregon for 1927, as amended by Chapter 46, General Laws of Oregon for 1929, said district to be known as the "Nestucca 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 T. 3 S. R. 9 W. W. M. in Tillamook County, Oregon, and running thence east along the northern boundary line of T. 3 S. R. 9 W. W. M., T. 3 S. R. 8 W. W. M., T. 3 S. R. 7 W. W. M., T. 3 S. R. 6 W. W. M., T. 3 S. R. 5 W. W. M., to the northeast corner of T. 3 S. R. 5 W. W. M. in Yamhill County, Oregon, thence south along the east boundary line of T. 3 S. R. 5 W. W. M. to the southeast corner of said T. 3 S. R. 5 W. W. M.; thence west along the south boundary line of said T. 3 S. R. 5 W. W. M. to the southwest corner of said T. 3 S. R. 5 W. W. M., thence south along the east boundary line of T. 4 S. R. 6 W. W. M. to the southeast corner of said T. 4 S. R. 6 W. W. M., thence west along the south boundary line of T. 4 S. R. 6 W. W. M., T. 4 S. R. 7 W. W. M., T. 4 S. R. 8 W. W. M., T. 4 S. R. 9 W. W. M. to that

point on said boundary line where the said Tillamook-Yamhill County line intersects said township line, thence due north six (6) miles to the boundary line between T. 4 S. R. 9 W. W. M. and T. 3 S. R. 9 W. W. M., thence west to the southwest corner of T. 3 S. R. 9 W. W. M., thence north to the place of beginning, which description contains T. 3 S. R. 5 W. W. M., T. 3 S. R. 6 W. W. M., T. 3 S. R. 7 W. W. M., T. 3 S. R. 8 W. W. M., T. 3 S. R. 9 W. W. M., T. 4 S. R. 6 W. W. M., T. 4 S. R. 7 W. W. M., T. 4 S. R. 8 W. W. M., and the east half of T. 4 S. R. 9 W. W. M., all in the Yamhill and Tillamook Counties in the State of Oregon.

You are further notified that a meeting will be held on the 28th day of August, 1929, at the hour of 2 o'clock P. M. of said day, at Beaver, Tillamook County, Oregon, for the purpose of passing upon the matters set out in said petition and for the purpose of approving said petition as to the boundaries as set out therein or as modified by the State Highway Commission.

Any and all persons having property in the said proposed district appearing upon the tax rolls and subject to any indebtedness which may be incurred or created by said district or its trustees, if said district is formed or created, may appear and shall be heard by the State Highway Commission, and any and all persons favoring or opposing the creation of the said district may appear and be heard at the said meeting.

Dated this 19th day of July, 1929.

OREGON STATE HIGHWAY COMMISSION

Attest:

Roy A. Klein, Secretary

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

The Secretary reported that the notice of the meeting had been posted on the bulletin boards of the court houses in both Yamhill and Tillamook Counties and also the advertisement had been printed in the News-Reporter and the Telephone-Register at McMinnville, the Carlton Sentinel, the Tillamook Headlight, the Tillamook Herald and the Yamhill Record the number of times required by law.

Commissioner Gates asked that all those who favored the formation of the district with the boundaries as laid out speak first, those who were opposed to follow later.

Eugene Marsh, an attorney, stated that he represented both a committee of residents of the Nestucca Valley and also a committee from the towns of Yamhill and Carlton. He said that the communities of Yamhill and Carlton were both much interested in the formation of this district and for this reason would like to have another township to the east added so as to include these two towns. Commissioner Gates replied that the Commission would not consider adding property to the district outside of that proposed in the advertisement of the meeting. An area not benefited

might be eliminated, but none could be added without giving the owners an opportunity to be heard.

Mr. Marsh described the district as occupying, in general, the watershed of the Big Nestucca River east of Beaver while east of the Coast Range summit the Panther Creek drainage was included. He stated that approximate valuation figures showed about \$800,000 in Tillamook County and \$750,000 in Yamhill. He said that the purpose of the formation of the district was to finance a road through from the Nestucca Valley to a connection with the market road west of Yamhill and Carlton.

J. U. Smith of Newberg called M. T. Loban who lived 18 miles east of Beaver to speak. He stated that he was a dairyman who brought his milk to Blaine by wagon in winter and by car in summer and from there shipped it to Sheridan. He said that a through road would save him hauling charges on milk shipped out and on hay and grain shipped in.

R. I. Kautz stated that he was a farmer living in the district, who milked 30 cows. He estimated there were between 1000 and 1200 cows in the Big Nestucca Valley. The advantage of a through road would be reduced hauling costs and better prices for fresh milk in the Willamette Valley than at the cheese factories in Tillamook. He stated further that he believed that with a good road many abandoned places along the route would be taken up again.

W. B. Dennis of Carlton urged the Commission to reconsider their action in refusing to consider the addition of Yamhill and Carlton to the district. Commissioner Sawyer replied that this procedure would not be proper under the law, but if these two communities desired to come into the district the better way would be to withdraw the present petition and submit a new petition with the enlarged boundaries.

J. J. Dencer, President of the Chamber of Commerce of Carlton, stated that the people of Carlton and Yamhill decided they would be benefited by the road and therefore urged that their township be included in the district. Alfred Fox, who owns 320 acres in the district, at present idle, stated that the road would make it possible for him to farm his land.

Geo. B. McLeod, Manager of the Hammond Tillamook Lumber Company, stated that his company which owned some property in the proposed district would not oppose any meritorious improvement but would favor a conservative expenditure for the through road.

R. O. Richards, former County Commissioner of Tillamook County, a resident of Beaver, spoke in favor of the formation of the district.

Commissioner Gates then called for those to speak who were opposed to the boundaries of the proposed district.

E. M. Wooley who has a ranch 2 miles north of Beaver on the Roosevelt Highway stated that his property would not be benefited by the

proposed road, therefore he was opposed to it.

The Secretary read a letter from B. A. Kliks, an attorney of McMinnville, owner of several tracts of land in the proposed district, opposing the creation of a highway improvement district. Mr. Kliks stated that most of the lands in the district could be purchased for less than the assessed valuations, that many farms had been abandoned, that one-fourth of the lands are now on the delinquent tax list, that the district boundaries include large National Forest areas, that the district is asked for only by a very small percent of the owners and that the benefits of a through road would be small except to such tracts as were actually touched by the road.

Paul Fundman of Willamina, representing a realty company which owned lands in Sections 10 and 24 in T. 4 S., R. 7 W., stated that these lands were too far away to be benefited by the proposed road.

A. J. Bewley of Sheridan stated that the proposed road is essential and believed it would eventually be built, but he did not think an improvement district could be put over at this time.

Commissioner Gates invited any others present to speak who wished to be heard for or against the proposed boundaries, but there being no further response, he announced that the matter would be taken under consideration and the meeting was declared adjourned at about 3:45 o'clock.

After a further conference the following day, the following resolution was adopted:

WHEREAS, it appearing to the Commission that the petition submitted for the formation of the Nestucca Highway Improvement District with respect to the form and content thereof and the boundaries of said proposed district should be approved, and that said proposed district as bounded and described in said petition is within the spirit and letter of the provisions of said Chapter 399, General Laws of Oregon of 1921, as amended by Chapter 254, General Laws of Oregon of 1927, and Chapter 46, General Laws of Oregon of 1929, and that said petition in form and content is satisfactory to the Commission,

THEREFORE, BE IT RESOLVED, by the Oregon State Highway Commission, that the said petition for the organization of said proposed highway improvement district be, and the same is hereby approved as to form and content; and

BE IT FURTHER RESOLVED, that the boundaries of said Highway Improvement District, as disclosed in said petition and as set out therein, be, and the same are, hereby approved and are hereby declared to be the boundaries of the Nestucca Highway Improvement District, should said district be organized as provided by the provisions of Chapter 399 of

the General Laws of Oregon of 1921 as amended by Chapter 254, General Laws of Oregon of 1927 and Chapter 46, General Laws of Oregon of 1929.

Roy A. Klein
State Highway Engineer
and Secretary

Robert W. Sawyer
Commissioner

Portland, Oregon, August 29, 1929.

The Commission met in Room 251 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

Bids were opened on the following projects:

OLD OREGON TRAIL
HAINES-NORTH SECTION - DRAINAGE DITCH

Morrison-Knudsen Company	\$12,998.00
Harmon & Tittle	13,332.74
Newport Construction Company	14,168.00
Tunker-Wiecks & Co.	18,051.00
George Abraham	18,174.00
Clifton, Applegate & Toole	20,341.00

COLUMBIA RIVER HIGHWAY
BIG NOISE CREEK-GNAT CREEK SECTION - REGRADING

John Slotte & Co.	\$15,264.00
Nicola Casciato	24,375.90
George Abraham	28,977.50

ROOSEVELT COAST HIGHWAY
RIVERTON-BANDON SOUTH SECTION - RESURFACING

Newport & Pyle	\$144,802.00
F. J. Kernan	153,400.00
Joplin & Eldon	155,220.00

PENDLETON-JOHN DAY HIGHWAY
MOUNTAIN REST-LITTLE BEECH CREEK SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Morrison-Knudsen Company	\$90,525.00	\$88,595.00
Wm. Endicott	90,755.00	88,787.00
J. A. Terteling & Sons	92,215.00	89,750.00
Cochran Construction Co.	94,140.00	92,805.00
Newport Construction Co.	102,990.00	100,768.00
Bauers & Bauers	108,900.00	106,834.50

CENTRAL OREGON HIGHWAY
HINES MILL-BURNS SECTION - SURFACING

C. R. Johnson	\$27,037.00
C. E. Silbaugh	35,010.00
Wren & Greenough	36,200.00

KLAMATH FALLS-LAKEVIEW HIGHWAY
DAIRY-BLY MOUNTAIN-BONANZA SECTION - SURFACING

Joslin & McAllister	\$114,505.00
L. F. Ireton	119,655.00
Milne & Dussault	122,500.00
W. D. Miller Construction Company	128,237.00
Wren & Greenough	160,775.00

FREMONT HIGHWAY
LAKEVIEW-CALIFORNIA LINE SECTION - SURFACING

L. F. Ireton	\$87,470.00
Milne & Dussault	90,170.00
Joslin & McAllister	92,896.00
Wren & Greenough	102,760.00
Lyon & Price	104,030.00
Newport & Pyle	117,198.00
Hemstreet & Bell	130,941.00

OLD OREGON TRAIL
KAMELA-HILGARD SECTION - REGRADING

E. L. Gates	\$172,591.00
Clifton, Applegate & Toole	190,590.00
Wren & Greenough	205,830.00
Newport & Pyle	247,610.00
Morrison-Knudsen Company	251,220.00

COLUMBIA RIVER HIGHWAY
BRIDGE OVER GNAT CREEK AND CULVERT OVER FERRIS CREEK

Clackamas Construction Co.	\$17,285.00
Rigdon Brothers	18,385.00
John Slotte & Co.	18,730.00
O. N. Pierce	19,375.00
Henry Makela & Son	19,672.50
Rohaut & Gearhart	20,161.00
Northwest Contract Co.	20,270.00
Kuckenberg-Wittman Co.	21,535.00
La Pointe Construction Co.	26,705.00
Jerry Barnard	30,604.50

LAKE COUNTY
BUILDING FOR MAINTENANCE EQUIPMENT STORAGE AT PAISLEY

John J. Cunningham	\$2,369.00
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WASHINGTON COUNTY MARKET ROAD NO. 5
BRIDGE OVER TUALATIN RIVER AT SCHOLLS

Clackamas Construction Co.	\$13,280.00
O. N. Pierce	13,511.50
J. F. Johnston	13,630.00
Rigdon Brothers	13,634.50
O. M. Olds	13,965.00
J. V. Curry	15,370.00
Northwest Contract Co.	15,375.00
Union Bridge Co.	15,940.00
Henry Makela & Son	16,683.00

Commissioner J. S. Innes stated that the Deschutes County Court wished to make arrangements with the Commission to pay off their cooperative share of the cost of the Lapine-Forest Boundary Unit of the Fremont Highway by a series of annual payments rather than a lump sum. He stated that bonds had been authorized for this project but that the County Court preferred not to issue bonds in the present unfavorable market and desired to save the interest over a long period of years. He stated that the original \$15,000 offered had been reduced to approximately \$13,000 by right of way costs and that the court had \$3,000 now on hand and proposed to pay the balance at the rate of \$3,000 per year. The Commission were of the opinion that the annual payments should be larger. Matter held for further discussion.

R. M. Duncan, representing the Water Grade Road Club of Crane, advocated the Burns-Crane-Riverside-Juntura route for the Central Oregon Highway. He argued that because of its lower altitude, following the Malheur River, there were no snow conditions to hinder winter travel and that this route would serve a large territory south of Crane. A. A. Venator, a stockman of long residence in Harney County, stated that the railroad had never used a snow plow in the Malheur River Canyon. A. T.

Richardson, former sheriff of Harney County but now residing at Condon, stated that he was familiar with snow conditions over Stinking Water Mountain and that Malheur River offered a much more favorable winter route. Grant Thompson, former Judge of Harney County, J. E. Loggan, A. E. Brown, Wm. Renwick, all stockmen, spoke in favor of the river route. Commissioner Sawyer asked if the railroad did not furnish the same transportation that the highway would furnish if built. Mr. Duncan replied that the heavier products would be hauled by rail in any case.

A. I. Johnson urged the Burns-Drewsey-Juntura route. Mr. Johnson stated that he considered the reports on snow conditions over Stinking Water Mountain were greatly exaggerated and urged that the Drewsey route served the people of the valleys to the north. I. M. Davis stated that he had been running stock in the vicinity of Drewsey since 1885 and that snow conditions were not bad. Judge Williams of Harney County stated that the county would be benefited by the construction of a road through Drewsey.

James advocated the Drewsey route. The Chairman thanked the delegation for their statements and stated that the matter would be taken under advisement.

Judge Noe and Commissioner Morgan of Malheur County asked what had been done about the Snake River bridge at Nyssa. The Chairman replied that the Commission would take over this bridge for maintenance without cooperation from Idaho and that repairs would be made in the near future.

Judge Noe asked for the Commission's approval of the following additions to the Malheur County Market Road System all located in the Big Bend country between the Snake River and the Oregon-Idaho state line; No. 10 Adrian-Parma 2.3 miles, No. 11 Adrian-Arena Valley 3.2 miles, No. 12 Adrian-Caldwell 4.3 miles. The Market Road Engineer recommended that the additions requested be adopted. Recommendation approved by Commission.

Commissioner Morgan asked that the Commission take up with the proper authorities the matter of splitting U. S. numbered route No. 30 north of Caldwell so as to designate the south route through Parma and Nyssa with that number. He was advised by the Commission to get some assurance from the Idaho authorities that they wanted this designation also.

Ira L. Withrow, President of the Board of Trustees, and Eugene Marsh, Attorney representing the Grande Ronde-Salmon River Highway Improvement District, presented a letter bearing on the probability of designating the Salmon River Cut-off as a daily mail route through to Taft if surfacing was placed. The Commission was urged again to place this road on the state highway system and surface the graded section. The Chairman stated that the matter would be discussed further.

Judge Barnard, with Commissioners Hurd and Crowe of Lane County, accompanied by Earl Hill of Cushman, asked concerning progress of negotiations with the Southern Pacific Company on the Siuslaw project. The Chairman explained that there were some features in the agreement which the

attorney objected to and which as yet the railroad attorneys had refused to change or eliminate. The Chairman stated that he would have a further conference with one of the Southern Pacific Company officials next week and had hopes of securing a satisfactory modification of the objectionable features of the agreement.

Judge Bernard advised that the Lane County Court had taken the necessary action to secure the right of way required for the Glenada South Section of the Roosevelt Coast Highway. The Commission thereupon ordered the Glenada South Section, consisting of 1.5 miles of grading and the ferry approaches to be advertised at the next meeting.

W. H. Lynch and H. D. Farmer of the U. S. Bureau of Public Roads conferred with the Commission relative to the location of the Alsea Highway through Waldport which is part of the Waldport Forest Highway Project. Mr. Lynch stated that the only location they would consider was to follow parallel to the Spruce Railroad trestle to an intersection with Hemlock Street. This line would save 1400 feet of distance when compared with the crossing of Lint Slough at Ruble Street. There was some discussion as to dropping the project for the present and letting the county reconstruct the Lint Slough bridge on market road standards using their cooperative funds for this purpose. The matter was left to the Engineer to confer further with Mr. Lynch.

A large delegation headed by J. W. Brewer, Executive Secretary of the East Side Commercial Club, was present to urge the construction of a road on the East Side between Oregon City and Portland. Mr. Brewer presented a number of petitions from the various communities in the Willamette Valley, including Silverton, Lebanon, Scio, Canby, Oregon City, Molalla, Oak Grove, Jennings Lodge, Gladstone and others, in behalf of the East Side Road. He stated that all were grateful for the action of the Commission in making this road a federal aid project, but that it was desired that it be made a state highway project also so that state funds could be expended upon it. Marshall Dana asked the Commission to discuss with Clackamas County Court the necessary steps to be taken to secure the necessary right of way. Judge Kruse stated that the Clackamas County Court would get the right of way but the county should have some assurance that if the right of way is secured the road would be built promptly. Chairman Van Duzer asked the County Court if they were prepared to make any other contribution to the project than the cost of right of way. Judge Kruse indicated that he thought the right of way would be a heavy contribution on their part. Commissioner Sawyer suggested that the first step would be a survey and asked if the Clackamas County Court would pay for the cost of a survey of the route to be made by the State Highway Department. This feature was discussed and it was finally agreed by Judge Kruse that the county would pay for the survey. When asked how long this would take, the State Highway Engineer replied, "Sixty days." It was understood in making the survey that the data previously collected by County Engineer Meldrum would be used. M. S. Schrock asked if the road would be put on the state highway map. The Chairman replied that the Commission made no commitment. O. D. Eby asked if the Commission would not declare their intention to cooperate in the building of the road now. The

Chairman stated that the state's interest in the road had been shown when it was made a part of the Federal Aid system and made eligible to receive 61% of the cost or to the present limit of \$18,000 per mile. He then explained in detail the operation of the Federal Aid law, the annual appropriations, and the disposition of the funds made available to the state.

_____ asked that the Commission consider the Webster Road where right of way can be secured more cheaply. The Chairman replied that all routes would be considered in making the survey. Mr. Dana said, "I want it distinctly understood that I am not here in the advocacy of any particular route but will back the Commission in any route that they select." Mr. Brewer said, "The East Side Commercial Club takes the same attitude." Mr. Eby stated, "Oregon City feels the same way."

Ray Conway of the Oregon State Motor Association appeared before the Commission on the subject of road signs. He said that the Motor Association for three years had been signing county roads and had now signed nine counties, having spent \$4,800 in 1928 and \$5,400 in 1929. The Commission's aid was requested in order that the signing of county roads might be expedited. Matter was taken under discussion.

The minutes of July 25 and August 6, 1929 were approved.

The Attorney reported that the petition submitted by the Powers Commercial Club for the formation of a highway improvement district under the provisions of Chapter 399 of the Laws of 1921 was defective in three respects. The Secretary was instructed to return the petition to the sponsors advising them of the Attorney's opinion.

The Market Road Engineer reported on the extension of the Rainier-Apiary Market Road, approval of which was asked by the Columbia County Court at the previous meeting. He stated that the route would follow down Oak Ranch Creek and would mean 10.5 or 11 miles of new road, depending on where a connection was made with the Nehalem Road. He further stated that the route was feasible and that the cost would be about \$250,000. There were few people living along the route to be served by the road but it was desired as a through connection to Rainier and the new Longview bridge. The County Court stated that they do not expect to spend market road funds on the road at present, but expect to receive funds from outside sources for the building of the road. The Market Road Engineer recommended that the request be granted. Recommendation adopted by the Commission and extension south of Rainier-Apiary Market Road to a connection with the Nehalem Market Road as a part of the Columbia County Market Road System approved.

At 5 o'clock the announcement of the awards of contracts was made.

Haines North Section of Old Oregon Trail, Baker County, drainage ditch 1.1 miles in length. Contract awarded to Morrison-Knudsen Company, the low bidder, at \$12,998.00.

Big Noise Creek-Gnat Creek Section of the Columbia River Highway,

Clatsop County, 2.2 miles of grade widening and revision. The low bid of John Slotte & Co. at \$15,264.00 is satisfactory, but this being a Federal Aid project and the Bureau of Public Roads approval not having been received, the award of the contract was held pending.

Riverton-Bandon South Section of the Roosevelt Coast Highway, Coos County, 12.0 miles of broken stone resurfacing. Contract awarded to Newport & Pyle, the low bidder at \$144,802.00.

Mountain Rest-Little Beech Creek Section of Pendleton-John Day Highway, 7.18 miles grading. Contract awarded to Morrison-Knudsen Company, the low bidder, at \$88,595.00, using corrugated iron pipe.

Hines Mill-Burns Section of the Central Oregon Highway, Harney County, 2.7 miles surfacing. Award of contract held pending investigation of source of material which bidder proposes to use.

Dairy-Bly Mountain-Bonanza Section of Klamath Falls-Lakeview Highway, Klamath County, 21.1 miles surfacing. Contract awarded to Joslin & McAllister, the low bidder, at \$114,505.00.

Lakeview-California State Line Section of the Fremont Highway, Lake County, 15.29 miles surfacing. Contract awarded to L. F. Ireton, the low bidder, at \$87,470.00.

Kamela-Hilgard Section of Old Oregon Trail in Union County, 14.5 miles of regrading. Contract awarded to E. L. Gates, the low bidder, at \$172,591.00.

Bridge over Gnat Creek 10 miles east of Svensen, and culvert at Ferris Creek 3/4 mile east of Svensen, Lower Columbia River Highway, Clatsop County. The low bid of the Clackamas Construction Company at \$17,285.00 is satisfactory, but this being a Federal Aid project, and the approval of the Bureau of Public Roads not having been received, the award of the contract was held pending.

Frame maintenance shed at Paisley. Contract awarded to John J. Cunningham at \$2,369.00.

Bridge over Tualatin River on Market Road No. 5 at Scholls. This project was advertised for the Washington County Court and, therefore, the bids were referred to them for award of contract.

The County Court of Jackson County requested approval of an extension to Market Road No. 3, extending south to an intersection with the Pacific Highway about 3 miles in length. Also the addition of a new road designated as Market Road No. 7, beginning at Central Point and extending easterly a distance of 3.22 miles to an intersection with the Crater Lake Highway. The Market Road Engineer recommended that the request of the Jackson County Court be approved. On motion which was carried, the extension of Market Road No. 3 and the addition of Market Road No. 7 to the Jackson County Market Road System was approved.

The Secretary presented a letter from the McMinnville Chamber of Commerce containing resolution adopted by that body endorsing a plan to reissue \$1,000,000 of state highway bonds per year to complete the Roosevelt Coast Highway. Resolutions voicing the same idea were received from the Astoria Chamber of Commerce and the Astoria Inter-Club Council. Ordered filed for future consideration.

The matter of permitting the expenditure of \$40,000 on the Interstate-Denver Avenue connection out of funds paid over to Multnomah County for the Denver Avenue improvement was brought up for discussion as unfinished business from the previous meeting but no action was taken.

The Engineer reported on the pavement widening between Medford and Phoenix. He stated that estimates made indicated a difference of about \$12,000 per mile between concrete shoulders with bituminous resurfacing of old pavement as compared with resurfacing with concrete and additional width and thickness for shoulders, both types to be 20 feet wide with gravel shoulders. The Commission ordered the project advertised at the next meeting using Portland cement concrete shoulders and bituminous concrete resurface of old pavement.

The following projects were authorized for bids to be received at the next meeting:

Glenada South, Roosevelt Coast Highway, grading and ferry approaches;
Medford-Phoenix, Pacific Highway, widening and repaving;
Neskowin-Siletz River, Roosevelt Coast Highway, grade widening and resurfacing;
Rhododendron-Government Camp, Mt. Hood Highway, resurfacing;
Horse Ridge Section, Central Oregon Highway, grading.

There was some discussion as to the selection of a project on the uncompleted portion of the Roosevelt Coast Highway. After some consideration of the desirability of completing the unit between the Umpqua and Siuslaw Rivers, the Chairman stated that the Commission was ready to place under contract another unit north of Gardiner but would like to know what participation Douglas County is prepared to make.

The Commission authorized the construction of a maintenance patrol shed at Pendleton and a storage shed on the shop grounds at Salem.

A letter was received from the Standard Oil Company announcing their plan to hold a contest and offering prizes for the best essay on the subject of prevention and removal of roadside advertising signs in non-commercial locations, the purpose being to preserve the natural scenic resources of the Pacific Coast. After consideration the Commission voted to endorse the plan as meritorious and deserving of support.

Maintenance Engineer R. H. Baldock was authorized to attend the Eighth Annual Asphalt Paving Conference to be held at West Baden, Indiana, during the week of October 28, expenses to be paid by the State.

A letter was received from Claude Ingalls of Corvallis about the direction signs at the junction of the Pacific and West Side Pacific Highways in Junction City. After some discussion it was decided to show on the Pacific Highway (West Side) board the distances to Corvallis, McMinnville, Newberg, Forest Grove and Portland and on the Pacific Highway (East Side) board the distances to Harrisburg, Albany, Salem, Oregon City and Portland.

The Commission authorized reimbursement to Lane County of the sum of \$613.00 for additional right of way acquired on the Springfield-Cogswell Hill Section of the McKenzie Highway, through the property of John B. Endicott, John S. and Harvey M. Conley and Joseph L. Hart. This covers a strip on which right of way was acquired some years ago, the additional area being required for widening and straightening the previous alinement.

The Commission voted to change the department fiscal year from December 1 to November 30 as now used to the calendar year, January 1 to December 31, this change to be effective for the year 1929.

The Commission adopted the suggestion of Governor Patterson that on future contracts a clause be included requiring bidders to base their bids on the use of cement manufactured in Oregon, with provision for a deduction item if cement manufactured outside of the state is used.

The Commission authorized further negotiations for the purchase of the ferry Oregon from the Long-Bell Lumber Company.

The next meeting of the Commission was set for September 26, 1929.

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 26, 1929.

The Commission met in Room 251 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

Bids were received on the following projects:

ROOSEVELT COAST HIGHWAY
CUNNINGHAM CREEK BRIDGE APPROACHES - EMBANKMENT

Tom N. Hull	\$ 7,440.00
D. P. Plymale	7,855.00
Liesch & Tofte	8,640.00
Johnson & Company	9,280.00
Max O. Green	9,910.00
Pacific Livery & Transfer Co.	14,250.00

UMPQUA HIGHWAY
"L" STREET (REEDSPORT) SECTION - GRADING AND SURFACING

Liesch & Tofte	\$ 8,323.00
F. J. Kernan	8,720.00
H. P. Marks	9,938.00
Johnson & Company	10,804.50

PACIFIC HIGHWAY
MEDFORD-PHOENIX SECTION - PAVING

L. O. Herrold	\$119,455.00
J. C. Compton	135,656.00
United Contracting Co.	153,658.00
Northwest Roads Co.	159,015.00
I. L. Young	171,700.00

ROOSEVELT COAST HIGHWAY
GLENADA SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Yunker-Wiecks Co.	\$25,689.00	\$ 25,689.00
Liesch & Tofte	27,883.50	27,233.90
Harmon & Tittle	31,058.00	30,344.60
Earl L. McNutt	32,012.00	32,012.00
J. W. & J. R. Hillstrom	34,858.00	34,278.00
Wm. Wilkens	34,695.00	34,521.00

Cont'd

Glenada Section - cont'd

	Concrete Pipe	Corr. Iron Pipe
Johnson & Company	\$35,434.00	\$35,068.60
Cochran Construction Co.	35,594.00	35,304.00
George Abraham	35,789.90	35,499.90
Guy F. Pyle	36,147.00	36,089.00
Eugene Sand & Gravel Co.	37,438.50	37,438.50
Joplin & Eldon	39,482.10	39,366.10
Nicola Casciato	44,172.02	43,882.02

ROOSEVELT COAST HIGHWAY
NESKOWIN-OTIS SECTION - REGRADING AND RESURFACING

Milne & Dussault	\$128,792.50
Wren & Greenough	140,792.50
Joslin & McAllister	158,162.00
Kern & Kibbe	159,701.50
Meyers & Co.	164,461.00
March Construction Co.	166,562.50
Joplin & Eldon	172,958.00

PACIFIC HIGHWAY
TRYON CREEK CULVERT AT OSWEGO

E. F. Balgemann	\$10,961.00
F. L. Odom	11,243.00
George Abraham	11,301.50
Jerry Barnard	11,732.50
Clackamas Construction Co.	11,827.50
Rigdon Bros.	11,870.00
K. G. Lundstrom	11,981.00
Kuckenberg-Wittman Co.	12,030.00
O. N. Pierce	12,170.00
H. W. Hopkins	12,517.50
Jacobsen-Jensen Co.	12,860.00

FRAME STORAGE BUILDING AT SALEM

F. L. Odom	\$4,946.00
Barham Bros.	5,075.00
Herbert Babb	5,393.00
H. W. Hopkins	5,767.00
O. M. Olds	5,800.00
O. N. Pierce	5,900.00
Fred A. Erixon	5,913.00
Cuyler Van Patten	6,361.98
A. H. Kingsbury	6,838.70

Judge Schanep of Umatilla County asked for the assistance of Attorney Devers in the defense of a suit against Umatilla County by the Johnson Contract Co. on a market road project. The Commission were agreeable provided the date set for the case does not conflict with Mr. Devers' state highway cases.

Judge Barnard and Commissioner Crowe discussed the provisions of the amended agreement with the Southern Pacific Company for the construction of the Rainrock-Florence Section of the Siuslaw Highway. They stated that the County Court were ready to sign if it was in such form as to be approved by the Commission.

J. W. Biggs, C. W. Drinkwater, A. I. Johnson and I. M. Davis appeared in behalf of the Burns-Drewsey-Juntura Route for the Central Oregon Highway. Mr. Biggs discussed the general advantages of the Drewsey route. Mr. Drinkwater said that the Crane people could travel north on a good road and reach the Central Oregon Highway near Buchanan Ranch and then go east over the Drewsey route and not exceed the distance down the Malheur River via Riverside to Juntura. Judge Johnson stated that snow conditions on the Drewsey route were not as bad as described by the Crane people, as Mail Carrier Williams did not lose a trip in eight years. Mr. Davis stated that water rights on the North Fork of the Malheur River had recently been adjudicated which would bring a large amount of new land under cultivation. The Commission stated that they intended to view these routes soon to secure first hand information.

Judge Kelty of Lake County asked that the Commission place under contract the grading of the eighteen mile section of the Fremont Highway between the East Forest Boundary and Silver Lake (town). He asked that their credit be applied as cooperation. Judge Kelty stated that Lake County now has secured all of the right of way except one-half mile that will have to be condemned. Commissioner Sawyer raised the point that under the rules of the Commission all the right of way must be secured before a project will be advertised for bids. Judge Kelty stated that the County Court will undertake to start condemnation proceedings at once and notify the Commission when the papers are filed.

Eugene Marsh, attorney for the Nestucca Highway Improvement District, stated that the promoters of the district wished to add the township to the east of the district as previously approved so as to include the cities of Carlton and Yamhill. He thereupon presented a formal request for withdrawal of the former petition approved August 29, 1929 which was accepted by the Commission. Mr. Marsh then presented a new petition with amended boundaries adding the township which included the cities of Carlton and Yamhill, and asked that a hearing be held at Carlton to consider the new boundaries. The Commission set the date of October 29, 1929 at 2 o'clock P. M. at Carlton for a hearing on the amended boundaries of the proposed Nestucca Highway Improvement District.

Milton Miller headed a large delegation appearing in the interest of the proposed Pioneer Highway between Salem and Portland via Champoege. He

reviewed the historical associations of Champoeg and called several speakers. George Caldwell stated that the Sons and Daughters of Oregon Pioneers are attempting to secure from Congress an appropriation for a memorial building at Champoeg and that a through highway would bring people there. Dr. H. W. Morris, President of the Champoeg Highway Association, urged that the route be designated as a state highway. George W. Lippert, President of the United Westside Clubs, in Washington, Clackamas and Multnomah Counties, stated that he represented 19 clubs having 2500 members who had endorsed the short line via Champoeg. Ben Riesland stated that the proposed highway could be brought into Portland via the proposed Tualatin Tunnel. Chairman Van Duzer stated for the Commission that it had been the policy of the Commission for several years not to add any new roads to the state highway system and that the Commission were endeavoring to complete first the highways already designated. He said further that the Commission appreciated the historical and sentimental value which is attached to this proposed road. "When the state highway system is opened up for the addition of new mileage, the route proposed should have consideration on its merits, but the addition could not be made at this time," the Chairman concluded. Dr. Morris thanked the Commission for hearing the delegation.

Ira L. Withrow, President of the Board of Trustees, John Boyer, Member, and Eugene Marsh, Attorney for the Salmon River-Grand Ronde Highway Improvement District, asked the Commission to surface the six mile unit of the Salmon River Road graded by the District from Grand Ronde to the Tillamook County Line. Mr. Withrow stated that they desired to have this done now so that they could secure a direct mail route through there. Also he thought the time opportune as the surfacing contractor on the forest unit to the west was just finishing and could furnish crushed rock cheaper than could be secured from other available sources of supply. Commissioner Sawyer stated that until the road is made a state highway, the Commission cannot spend state money on it, and the Commission were committed to a policy of not adding new highways to the state system. Chairman Van Duzer stated that the Commission appreciated the value of the Salmon River Road and for that reason had recommended its designation as a Federal Aid highway so that it would be eligible for Federal Aid but that was as far as the Commission could go at this time. With the Federal designation, however, district or county funds could be expended to match federal funds to finance their surfacing project. Mr. Boyer stated that the district funds were exhausted in securing right of way and grading the first unit and that Polk County was not interested in the project sufficiently to contribute to its cost.

Dr. Lamkin of Hillsboro was present with a large delegation from Eastern Washington County in the interest of the proposed Base Line Highway project, Multnomah County Line to Hillsboro. He stated that Washington County would grade the first mile of road connecting the Canyon Road with the Barnes Road to state highway standards on a 100 foot right of way, provided that market road funds may be used on it, if the Commission will give assurance that the balance of the project will be taken over and improved as a state highway. When asked by the Chairman as to the saving in distance on the proposed route, Geo. McGee, City Manager of Hillsboro,

stated that his measurements indicated a saving of about 1-3/4 miles.

Dr. Lamkin asked that the Commission instruct the Engineer to make a survey of the route. Commissioner Sawyer replied that the Commission's rule is that the County pay for the survey. Dr. Lamkin asked, "Will the Commission authorize the survey provided the County Court will pay for it?" Chairman Van Duzer replied, "It would be our policy to authorize the survey of the route at the expense of the County whenever they request it." L. C. Lang, Secretary of the Chamber of Commerce of Forest Grove, said, "Forest Grove is behind this project." A. G. Smith, who lives in close proximity to the proposed road, expressed himself as in favor of the road. George Buck, Roadmaster of Multnomah County, spoke of the proposed project as giving a good connection with the Canyon Road in Multnomah County. Chairman Van Duzer asked Dr. Lamkin if he considered that this project should be considered prior to the proposed road from Forest Grove to the Coast. He answered, "Yes, I consider it important to build this road first." Dr. Lamkin stated that he would endeavor to get the County Court of Washington County to finance the survey of the project by the state.

Commissioners Davidson and Bleakman appeared in the interest of the completion of the Heppner-Spray Road. They stated that the County Court is ready to grade the McKinney Creek Gap Section if they could get cooperation on the rest of it. The Chairman stated that the Engineer would be instructed to furnish the Commission with a report on the cost to complete the Heppner-Spray Road at the next meeting.

Ray Conway of the State Motor Association asked for an answer to their request made at the previous meeting as to cooperation by the Commission in the erection of roadway direction signs on the county roads. The Attorney was asked if the Commission had authority to erect signs on county roads. He replied that the statute said "public roads" and, therefore, was broad enough to include all county roads. There was some discussion as to methods in which the Commission could cooperate with the Motor Association in this work, but no decision was reached. It was stated, however, that Mr. Conway should confer with the Engineer prior to the next meeting to determine if some mutually satisfactory arrangements could be worked out.

The Commission approved the minutes of August 28 and 29, 1929.

Traffic officers' commissions for the men appointed as traffic recorders for the cooperative traffic census with the Bureau of Public Roads were approved and signed.

The Secretary reported that he had not received a definite statement from the Portland representative of the Department of Commerce re the status of the Richfield illuminated signs. The Commission instructed that the inquiry be carried further so that the facts might be determined.

In the matter of the proposed conference of representatives of the western states to consider methods of securing exchange of federal timber for private holdings located adjacent to the highways, the Secretary reported that replies had not been received from all to whom invitations had been

sent. Commissioner Sawyer asked that an invitation be sent to Wm. A. Colby, Chairman of the California State Park Commission, at San Francisco, California. The Secretary was instructed to follow up and get replies from the others and then take up with the Commission the matter of a definite date.

A letter was received from E. W. Wetmore, owner of the timber tract near Shelton Park, which asked that in addition to the \$5,000 payment on the 180 acre tract that the State assume the taxes due and payable in 1930. After consideration the Commission declined to pay the taxes and the Secretary was instructed to so advise the owners.

S. H. Boardman, Parks Engineer, made a report to the Commission on the park tracts which he had looked over in various parts of the state, with particular reference to those on the Green Springs and Klamath Falls-Lakeview Highways. He reported that there was a pine tract on Quartz Mountain on the Klamath Falls-Lakeview Highway about one mile in length in the National Forest which had considerable scenic value and that his understanding was that an application had been made to purchase this timber for commercial logging by a party named Peterson. The Commission instructed the Secretary to ask the District Forester not to consider the sale of this timber unless a sufficient depth of timber is reserved on each side to preserve the natural beauty, at least 500 to 1000 feet on each side, according to the topography of the country.

Mr. Boardman also reported that he had interviewed James H. Owen who owns timber land adjoining the Klamath Falls-Lakeview Highway and that Mr. Owen had expressed a willingness to exchange his timber for timber in the National Forest in order to leave a strip on the highway. The Secretary was instructed to ask the District Forester in what manner the Commission, in cooperation with Mr. Owen, should proceed to secure the proper exchange.

Mr. Boardman reported also on a timber tract of 58 acres on Siltcoos Lake adjoining the Roosevelt Coast Highway, which had been offered for sale by Jess Darling of Eugene. He was instructed to look over other available park sites on this lake. A tract of second growth white cedar near Denmark and bordering strips between the highway and the ocean in Curry County were discussed. Instructions were given to investigate all of these tracts further and report again.

A letter was received from the Hood River Chamber of Commerce advising of a park site on the Lost Lake Road. The Commission considered that this was too far away from a state highway and therefore declined to accept the suggestion.

A letter was received from the Burns Chamber of Commerce asking that the Commission endorse a petition sponsored by them to the Department of the Interior to withdraw from entry certain public lands bordering on the Burns-Canyon City Highway south of the Malheur National Forest boundary under the provisions of the Recreational Act of June 14, 1926, for the purpose of preserving the timber and other scenic resources. The Secretary

was instructed to advise the Burns Chamber of Commerce of the Commission's endorsement of this worthy object and also write to the Secretary of the Interior stating that the petition met with the Commission's hearty approval.

At five o'clock announcement of the awards of contracts was made as follows:

Approaches to Cunningham Creek bridge, Roosevelt Coast Highway, Coos County. Contract awarded to the low bidder, Tom N. Hull, at \$7,440.00.

"L" Street (Reedsport) Section of the Roosevelt Coast Highway, 0.57 miles grading and surfacing. Referred to Board of Trustees of Umpqua Highway Improvement District for their approval. Also award to be held pending deposit of funds to cover amount of contract.

Medford-Phoenix Section of Pacific Highway, Jackson County, repaving 5.87 miles. The low bid of L. O. Herrold at \$119,455.00 is satisfactory, but Federal approval not having been received, it was necessary to defer the award of the contract for the present.

Glenada Section of the Roosevelt Coast Highway, Lane County, 1.2 miles of grading and ferry slips. The low bid of Yunker-Wiecks Co. at \$25,689.00 being satisfactory to Lane County Court who are cooperating, the award of the contract was made to the Yunker-Wiecks Co. using concrete pipe.

Neskowin-Otis Section of the Roosevelt Coast Highway, Tillamook and Lincoln Counties, 10.94 miles regrading and resurfacing. Contract awarded to the low bidder, Milne & Dussault, at \$128,792.50.

Frame storage building 48'x264' at State Highway Shops. Contract awarded to F. L. Odom, the low bidder, at \$4,946.00, using local cement.

Culvert at Tryon Creek, Pacific Highway, Clackamas County. The low bid of E. F. Balgemann at \$10,961.00 is satisfactory, but the award of contract is deferred pending an agreement with the Southern Pacific railroad since part of the structure is a part of their embankment project.

The Commission confirmed the award of the contract made by the Engineer for the Hines Mill-Burns surfacing and widening project 2.7 miles in length to the second bidder, C. E. Silbaugh, at \$35,010.00. This award had been held over from the previous meeting pending an inspection of the materials proposed to be used by the low bidder, which later proved unsatisfactory.

The Commission confirmed the award of the contract made by the Engineer for the bridge over Gnat Creek and the culvert at Ferris Creek, Lower Columbia River Highway, Clatsop County, to the Clackamas Construction Company, the low bidder, at \$17,285.00. This award had been held over from the previous meeting because Federal aid approval had not been received at that time.

The Commission confirmed the award of the contract made by the Engineer for the 2.2 mile unit of grade widening and revision between Big Noise Creek and Gnat Creek on the Columbia River Highway, Clatsop County, to the low bidder, John Slotte & Co., at \$15,264.00. This contract had been held over from the previous meeting because Federal Aid approval had not been received on that date.

A request from the city of Umatilla for assistance in grading and surfacing their city streets leading to the ferry was declined for the reason that this is a privately owned toll ferry.

The Commission executed the agreement with the Southern Pacific Company for the construction of the Siuslaw project between Rainrock and Florence.

The Commission considered the amendment to the motor vehicle laws at the 1929 session of the Legislature (Chapter 333), "nor shall any motor vehicle, trailer or semi-trailer having a combined weight of load and vehicle in excess of eighteen thousand (18,000) pounds and equipped with one or more solid tires and not operating exclusively within the corporate limits of a city or town, or exclusively within three miles of the boundaries of such city or town, be operated on any public highway of the state after January 1, 1930, unless written permission of the state highway commission with respect to a state highway, or of the county court with respect to a county highway, has first been obtained as in this act provided." After some discussion it was stated as a matter of policy that the Commission would be very chary in issuing permits as authorized by the law and will only issue them when the type of vehicle is of the least destructive nature to the highway.

Several letters advocating the issuance of bonds to complete the highway system were ordered filed.

Several letters advocating a change in the name of the Roosevelt Highway were ordered filed.

A report was received from the Attorney on the subject of right of way on the Green Springs Highway through the lands of the Weyerhaeuser Timber Company in Klamath County, which the timber company claimed was not entirely paid for when the original construction work was done. The Attorney was instructed to request the county to complete the payment and secure title to the right of way as should have been done in the first instance.

A request of the Warren Brothers Roads Company to include in the state standard specifications the specification for patent Warrenite Bitulithic pavement was declined.

The request of the Interstate Avenue Association, the Board of County Commissioners of Multnomah County, and the City of Portland, presented at the previous meeting, for the allotment of \$40,000 from the Interstate Bridge fund to be used in making a connection with Denver Avenue

at the foot of Interstate Avenue was declined.

The Engineer presented an estimate of the cost of installing electrical equipment to operate the gates on the Columbia River Interstate Bridge at Vancouver to replace the present manually operated gates. The plan also provided for lighted warning signs indicating when the gates were closed. This improvement had already been approved by the State Highway Engineer of Washington who agreed to cooperate 50% in the cost. Approved by Commission.

The Commission authorized the preparation of plans and specifications for the construction of an embankment and bridge at Larson Slough (Coos County) on the Roosevelt Coast Highway, replacing the present bridge structure. The State Highway Engineer was authorized to make application in behalf of the Commission to the War Department for a permit for this construction.

The Secretary reported that the meeting to consider the revised boundaries of the North Umpqua-Diamond Lake Highway Improvement District, which had been set for September 25, 1929 at Roseburg, had been postponed on the request of many interested residents of Douglas County who could not be present on account of the prune harvest. A new date on Monday, October 28, 1929, at 2 o'clock P. M. in the Court House at Roseburg was set for the meeting.

Commissioner Sawyer, the State Highway Engineer and the Bridge Engineer were authorized to attend the convention of the American Association of State Highway Officials to be held in San Antonio, Texas, November 12-15, inclusive.

The Commission instructed the Engineer to prepare plans and specifications for the grading of the Forest Boundary-Silver Lake Section of the Fremont Highway in Lake County when the Lake County Court advises that the right of way has all been secured.

The Commission authorized the following projects:

La Grande-Hot Lake Section of the Old Oregon Trail in Union County, grade widening and gravel shoulders, 9 miles;

Pleasant Valley-Durkee Section of the Old Oregon Trail in Baker County, resurfacing and maintenance materials with grade widening, 11.5 miles;

Weiser Junction-Ontario Section of the Old Oregon Trail with Payette and Weiser Spurs, resurfacing, maintenance materials and bank widening, 20.9 miles;

John Day-Quinton Section of the Columbia River Highway, resurfacing and bank widening, 9 miles;

Sixes-Port Oxford Section of Roosevelt Coast Highway, Curry County, resurfacing and maintenance materials, 8.2 miles.

There was some discussion as to further projects on the Roosevelt Highway. It was agreed to instruct the Engineer to prepare plans and specifications for the grading of the Yachats-Lane County Line Section, 3.2 miles in length. As to a section of grading north of Gardiner, it was decided to ask the County Court of Douglas County to meet with the Commission at their next meeting to discuss a cooperative arrangement for completion of the grading of the Roosevelt Coast Highway in Douglas County. The unit south of Glenada to Westlake in Lane County was considered as a good project for a part of the forest highway program for 1930.

A request was received from the County Court of Yamhill County for the following extensions to their market road system:

Gopher Valley, Market Road No. 3, extend northerly 2.5 miles;

Yamhill-Moore's Valley Market Road No. 14, extend westerly 5.5 miles;

also the following additions to the market road system:

Star Mill Market Road No. 27, from McMinnville westerly to crossroads at county poor farm, 1.4 miles in length;

Bellevue-Chicken Coop School-De Lashmutt Corner, Market Road No. 28, from Bellevue easterly to the four corners at Chicken Coop School, intersecting Market Road No. 15, thence northerly to intersect the McMinnville-Tillamook Highway at De Lashmutt Corner, 6 miles in length;

Grand Island Market Road No. 29, from Market Road No. 16 easterly to Grand Island, 1.7 miles in length.

The Market Road Engineer reported that he had inspected these roads on the ground and recommended that the extensions and additions requested by the Yamhill County Court be approved. Recommendation adopted by the Commission.

A request was received from the County Court of Douglas County for the designation of a new market road from the Pacific Highway near the Azalea postoffice easterly along Cow Creek to the Anchor postoffice, 15 miles in length. The Market Road Engineer stated that he had inspected the road and found it was badly needed and recommended that this road be added to the Douglas County market road system. Recommendation adopted by Commission.

The date for the next meeting was set for 10 o'clock A. M., October 30, 1929, in Portland.

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, October 28, 1929.

A hearing was held at 2 P. M. in the Douglas County Court House to consider the petition of the proposed North Umpqua-Diamond Lake Highway Improvement District. Present were:

C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

In the absence of Chairman Van Duzer, Vice Chairman Gates called the meeting to order. The call of the meeting was read by the Secretary 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, as amended by Chapter 254 General Laws of Oregon for 1927, as amended by Chapter 46, General Laws of Oregon for 1929, 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 east quarter corner of Section twenty-five (25), Township twenty-three (23) south of Range one (1) west of Willamette Meridian, being the exterior L corner on the northern boundary line of Douglas County; thence west on the county line nine miles to the west quarter corner of Section twenty-seven (27), Township twenty-three (23) south Range two (2) west of Willamette Meridian; thence south along the section line to the north line of Township twenty-five (25) south Range two (2) west; thence west to the northwest corner of said last mentioned

township; thence south on township line to the southeast corner of Section thirteen (13), Township twenty-five (25) south, Range three (3) west of Willamette Meridian; thence west on section line to northwest corner of Section twenty-one (21), in said last mentioned township and range; thence south to the southeast corner of Section thirty-two (32) in said last mentioned township and range; thence west on the township line to the northeast corner of Township twenty-six (26) south, Range six (6) west of Willamette Meridian; thence south to the southeast corner of Section thirteen (13) in said last mentioned township and range; thence west on the section line to the west line of said Township twenty-six (26) South of Range six (6) West of Willamette Meridian; thence south on the township line between Ranges six (6) and seven (7) to the southwest corner of Section eighteen (18), Township twenty-nine (29) south of Range six (6) west of Willamette Meridian; thence east on section line six (6) miles to the southeast corner of Section thirteen (13), in said last mentioned township and range; thence north on township line to the northwest corner of Section nineteen (19), Township twenty-eight (28) south, Range five (5) west of Willamette Meridian; thence easterly on section line to the southeast corner of Section thirteen (13), Township twenty-eight (28) south of Range one (1) west of Willamette Meridian; thence continuing due east to intersection with west line of Township twenty-eight (28) south of Range five (5) east; and thence south along township line to Douglas County and Klamath County boundary line; thence east on said boundary line to southeast corner of Douglas County; thence following said Douglas County boundary line northerly, westerly and northerly to the place of beginning.

You are further notified that a meeting will be held on the 28th day of October, 1929, at the hour of 2 o'clock P. M. of said day, in the Courthouse at Roseburg, Douglas County, Oregon, for the purpose of passing upon the matters set out in said petition and for the purpose of approving said petition as to the boundaries as set out therein or as modified by the State Highway Commission.

Any and all persons having property in the said proposed district appearing upon the tax rolls and subject to any indebtedness which may be incurred or created by said district or its trustees, if said district is formed or created, may appear and shall be heard by the State Highway Commission, and any and all persons favoring or opposing the creation of the said district may appear and be heard at the said meeting.

Dated this 26th day of September, 1929.

OREGON STATE HIGHWAY COMMISSION

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

Attest:

Roy A. Klein, Secretary

The Secretary reported that the meeting had been advertised in four papers having a circulation within the proposed district for the period required by law.

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Vice Chairman Gates called on the proponents of the district to present their case. A. C. Marsters of Roseburg made the opening statement. "The citizens residing in this area desire to form a road district for the purpose of improving roads within the district as outlined by the proposed boundaries. This district comprises the watershed of the North Umpqua River and such adjacent territory as we believe is affected. We are not here to discuss the merits or demerits of the district. We are asking the Commission to allow us the privilege of forming a highway improvement district for the purpose of improving the highways in the district. We ask that the Commission set aside what they deem proper for a road district of this kind. The people within the district should be given the privilege of passing upon the proposition of forming an improvement district. As to the merit of the road, should the district be formed, that is a secondary consideration and will be discussed at that time. Until a district is formed, it is difficult to say just what the merit would be. All we ask is that the people of the proposed district be permitted to express themselves upon the desirability of such district, whatever you may see fit to make the outlines."

There being no more speakers for the district, Vice Chairman Gates called for those opposed. Fred A. Goff, Roseburg, stated, "I am here to represent those within the proposed district. We have road problems in our own districts which make the boundary lines set out in the petition seem unjust to us. I am a resident of Road District 37 which is adjacent to Roseburg on the west. For a number of years we have been constructing roads in our district by special levy, have paved a number of miles and have a number of miles yet to improve. The work in our district has been carried on through special taxes and partly by market road money. We have been voting a ten mill tax annually and if we are included in the district, the district levy would decrease our program to that extent. We want a road to the railroad, that is essential to us. There are 22 road districts within the proposed improvement district. We of No. 37 asked the proponents to withdraw the petition, and eleven of the road districts joined with us. Knowing the sentiment of the taxpayers, we felt that, with the present situation facing us, we are being taxed almost beyond our ability to pay." Mr. Goff then read a remonstrance which he stated was liberally signed by 21 of the 22 districts proposed to be included within the boundaries. These remonstrances were filed with the Commission. Mr. Goff stated in conclusion, "The boundaries cut off all the heavy voting precincts except Roseburg."

Ira L. Borden of Dillard stated that road districts 38, 61 and 18 lie south and west of Roseburg on the South Umpqua River and not in the North Umpqua watershed, and that the residents of these road districts were not interested in the road and therefore asked that these three road districts be cut out.

A. C. Shaw of Portland, as President of the Douglas County Tax Association, opposed the district. He read provisions of the law with amendments and asked that the proponents tell what benefits there would be and what reason there is for the proposed district. Also, what is it going to cost? Mr. Shaw asked that the Bureau of Public Roads representative give the estimate of cost of the road which it is proposed to build. He stated

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that the great bulk of the property surrounding the road is timber land which cannot benefit by it and that in his opinion the petition was premature.

H. S. Stevenson of Glendale, representing road district No. 19 and unofficially speaking for No. 98 and one other, none of which are in the proposed district, asked that their protest be considered as they feared diversion of market road funds to the proposed district from their own which would make it necessary to increase their local district tax.

C. L. Chenoweth of Oakland filed remonstrances from 36 districts signed by 1045 legal voters and taxpayers outside of the proposed district.

R. W. Rogers of Wilbur opposed the inclusion of road district No. 77, stating that they were improving their own roads with special tax levies and additional taxes levied by the improvement district will annul their power to improve their own roads.

S. C. Miller of Dillard stated that road district No. 61 would receive no benefits and asked that it be eliminated from the boundaries of proposed district. He argued that if the road is a benefit to Douglas County, the whole county should be taxed to build it.

Commissioner Sawyer stated at this point, "It is the understanding of the Commission that its sole duty at this time is to pass upon the boundaries of the proposed district, either to leave them as they are or to eliminate certain sections. Much of the argument which has been presented has been as to the merit of the whole proposition. That can be taken up yourselves when this comes to a vote. It would be helpful to the Commission if those who speak will confine themselves to reasons why the boundaries should be changed or left as they are."

R. W. Rogers of Wilbur spoke again for road district No. 77, stating that while this district was in the watershed of the North Umpqua, the district was properly tributary to the Pacific Highway, that they would not be benefited by the building of the road and therefore desire that No. 77 be eliminated.

Mrs. Chas. Loveland of Lookingglass stated that road district No. 12 in which her farm is located is included and objects to the additional taxes which will be levied as present taxes are very high.

R. D. Nichols of Rock Creek objected to the inclusion of road district No. 61 since it is west of the Pacific Highway and Southern Pacific railroad and not in the North Umpqua watershed.

C. A. Hardy asked that the record show that the Commission interprets this hearing under the law as one in which the Commission cannot pass upon the merits, but only on the boundaries. Mr. Hardy added, "We make an offer of proof that the cost of the proposed road would be upward of three and one-half million dollars, that the road is not practicable nor feasible, nor would it serve the needs of the district." The Chairman informed Mr. Hardy that the Commission would listen to such testimony as he desired to

offer. Mr. Hardy replied, in effect, that it would do no good to offer testimony as to the cost of the road if the Commission is of the opinion that it can not pass upon the merits of the proposed district.

Mrs. H. A. Davis, road district No. 81 south of Roseburg, stated that she had talked with 26 of the voters residing in this district and that the desire of all was to keep out of the proposed district in order to use their road tax funds on the roads within their local road district.

Mr. Shaw asked that the Commission call Mr. Farmer of the Bureau of Public Roads to give the estimate of cost of the road.

Senator B. L. Eddy made the following statement, "We have no objection to Mr. Farmer giving the statement as to costs but we would like to have it understood that we have not come here with testimony as to the cost or practical benefit of this road because the Commission has ruled that they have to do only with the boundaries. We are here with only a blank petition and ask permission to circulate it. The law does not contemplate that the Commission at this time go into the question of costs. The only question before the Commission has to do with the boundaries."

H. B. Hastings, road district 28 adjacent to Wilbur, complained that the district as proposed would include part of his property but not where he resided, so he would not have a chance to vote against the formation of the district.

C. S. Chapman of Tacoma, representing the Weyerhaeuser Timber Co., stated that his company owned large timber holdings within the proposed district and had filed a written remonstrance against the formation of the district. He also filed a letter bearing upon the added cost of logging caused by a highway through a timbered tract.

Fred A. Goff stated that the remonstrances which he filed for the 21 road districts all remonstrated against the boundaries and asked that the Commission eliminate all of these districts except 71.

A. M. Smyth of road district No. 62 stated that all who had signed the remonstrances would like to be left out of the district.

Senator Eddy said, "There have been some complaints here today about the indefiniteness of the road. It is a forest road designated by the Forest Service, Bureau of Public Roads and the State Highway Commission. A report was once made by the State Highway Engineer and it is on file and available."

The Secretary read letters of remonstrance and objection to being included in the district from the following:

Geo. A. Mottman
Gertrude Stapleton
J. C. Hewitt
Clara A. Gaskill

Olympia, Washington
Roseburg, Oregon
Tacoma, Washington
Elma, Washington

The Fairley Corporation

John F. Kelly

Mrs. O. G. Wyrick

McGuire Investment Co.

D. O. McGuire

B. F. Knapp

Mark Norris and John E. MacLeish,

Trustees under will of J. P.

Underwood, deceased

Mrs. Bessie B. Barhyte

F. E. Williamson

Mrs. Lilla G. Putnam

Cecil Gross

Jean Rass

Mrs. Almira Dunn, Mr. and Mrs. T. L.

Clary

Bratnobar Company

Callapooia & Rock Creek

Lumber Company

Edmonds Land Co.

A. McGregor and wife

L. F. Washburn

Coolidge and McClaine Bank

F. E. Billington

Neal D. McCall

Clara E. McCall

U. F. Collins

Nellie Marston and Roy H. Marston

S. F. Staples

Hans Holsbad

Pendleton-Gilkey Co.

D. E. Lutz

Weyerhaeuser Timber Co.

George Lawler and Mary F. Lawler

Neenah Oregon Land Co.

Brumbaugh Timber Co.

A. J. Frisch

John B. Hartman

E. D. Southmayd

Loren Seward

Seattle, Washington

Eugene, Oregon

Elma, Washington

Chippewa Falls, Wis.

Chippewa Falls, Wis.

Waterloo, Iowa

Grand Rapids, Mich.

Salem, Oregon

Glasco, Kansas

Minneapolis, Minn.

Elkins, W. Va.

Brussels, Wis.

Crivitz P. O., Wis.

Seattle, Washington

Ashland, Wis.

Rhinelander, Wis.

Portland, Oregon

St. Louis, Mo.

Silverton, Oregon

Fort Worth, Texas

Portland, Oregon

Portland, Oregon

Portland, Oregon

Vallejo, Calif.

Duluth, Minn.

Everett, Wash.

Minneapolis, Minn.

Elkins, W. Va.

Tacoma, Washington

Tacoma, Washington

Neenah, Wis.

Janesville, Wis.

Olympia, Washington

Pittsburgh, Penna.

Clarkston, Washington

Cornelius, Oregon

check over the boundaries on a map.

There being no further discussion, the meeting was declared adjourned.

Roy A. Klein
State Highway Engineer
and Secretary

C. E. Gates
Commissioner

Robert W. Sawyer
Commissioner

Carlton, Oregon, October 29, 1929.

The Commission met at 2:00 P. M. in the City Hall at Carlton to consider the petition of the Nestucca Highway Improvement District. Present were:

C. E. Gates, Commissioner

Robert W. Sawyer, Commissioner

Roy A. Klein, State Highway Engineer and Secretary

In the absence of Chairman Van Duzer, Vice Chairman Gates called the meeting to order. 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, as amended by Chapter 254 General Laws of Oregon for 1927, as amended by Chapter 46, General Laws of Oregon for 1929, said district to be known as the "Nestucca 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 T. 3 S. R. 9 W. W. M., in Tillamook County, Oregon, and running thence East along the North boundary line of T. 3 S. R. 9 W. W. M., T. 3 S. R. 8 W. W. M., T. 3 S. R. 7 W. W. M., T. 3 S. R. 6 W. W. M., T. 3 S. R. 5 W. W. M., and T. 3 S. R. 4 W. W. M., to the Northeast corner of T. 3 S. R. 4 W. W. M., in Yamhill County, Oregon; thence South along the East boundary line of T. 3 S. R. 4 W. W. M., to the Southeast corner of said T. 3 S. R. 4 W. W. M.; thence West along the South boundary line of said T. 3 S.

Jas. C. Foree said, "I have never found any improvement in the county but that the nonresident taxpayers put up a protest."

Roy M. Foster asked who requested the Engineer of the Bureau of Public Roads to be present. Vice Chairman Gates replied that Mr. Farmer was requested by the Secretary of the Commission to be here to answer questions which might be asked as to the Bureau of Public Roads reconnaissance survey and the completed forest work.

Vice Chairman Gates stated that the Commission would take the matter under advisement and would make a decision as soon as they had an opportunity to

R. 4 W. W. M., and T. 3 S. R. 5 W. W. M., to the Southwest corner of said T. 3 S. R. 5 W. W. M.; thence South along the East boundary line of T. 4 S. R. 6 W. W. M. to the Southeast corner of said T. 4 S. R. 6 W. W. M.; thence West along the South boundary line of T. 4 S. R. 6 W. W. M., T. 4 S. R. 7 W. W. M., T. 4 S. R. 8 W. W. M., T. 4 S. R. 9 W. W. M., to that point on said boundary line where the said Tillamook-Yamhill County line intersects said Township line; thence due North six miles, more or less, to the boundary line between T. 4 S. R. 9 W. W. M., and T. 3 S. R. 9 W. W. M.; thence West to the Southwest corner of T. 3 S. R. 9 W. W. M.; thence North to the place of beginning, which description contains T. 3 S. R. 4 W. W. M., T. 3 S. R. 5 W. W. M., T. 3 S. R. 6 W. W. M., T. 3 S. R. 7 W. W. M., T. 3 S. R. 8 W. W. M., T. 3 S. R. 9 W. W. M., T. 4 S. R. 6 W. W. M., T. 4 S. R. 7 W. W. M., T. 4 S. R. 8 W. W. M., and the East one-half of T. 4 S. R. 9 W. W. M., all in Yamhill and Tillamook Counties in the State of Oregon.

You are further notified that a meeting will be held on the 29th day of October, 1929, at the hour of 2 o'clock P. M. of said day, at Carlton, Yamhill County, Oregon, for the purpose of passing upon the matters set out in said petition and for the purpose of approving said petition as to the boundaries as set out therein or as modified by the State Highway Commission.

Any and all persons having property in the said proposed district appearing upon the tax rolls and subject to any indebtedness which may be incurred or created by said district or its trustees, if said district is formed or created, may appear and shall be heard by the State Highway Commission, and any and all persons favoring or opposing the creation of the said district may appear and be heard at the said meeting.

Dated this 26th day of September, 1929.

OREGON STATE HIGHWAY COMMISSION

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

Attest:

Roy A. Klein, Secretary

The Secretary stated to the Chairman that the meeting had been advertised the number of times required by the law, in five papers having a circulation within the district.

Vice Chairman Gates on opening the meeting for discussion stated that the Commission were informed by their attorney that according to the new law the only thing that the Highway Commission can consider is the boundary lines, to be either accepted or revised. He said further, "We have nothing to do with the feasibility of the proposition, so please confine your remarks as to why you should or should not be within the

boundaries. We will hear from those in favor of the project first."

Eugene E. Marsh, attorney of McMinnville, opened the discussion for the proponents, stating, "This proposed district is similar to the one proposed at the Beaver meeting with this exception, we have added another township, 3 S. R. 4 W., which includes the cities of Carlton and Yamhill. Carlton and Yamhill would both be benefited by any road leading out over the mountains, so it was thought best to include them. We feel that Carlton and Yamhill should help to build this road."

R. I. Kautz of Tillamook County said, "As for the people on the other side of the mountain, they want to cooperate with you. They are for it strong."

J. J. Dencer of Carlton said, "If this road goes through it will benefit the Carlton and Yamhill district because we will find a market for our stuff over in Tillamook County."

E. E. Marsh stated that he had examined the assessment roll and found that the district as proposed would have a valuation of about \$3,000,000.00.

J. E. Cronin read a petition signed by residents of Gopher Valley protesting that they could not use the proposed road and therefore felt it unjust to be compelled to help build it.

A. J. French, owner of 200 acres in Section 28 T. 3 S. R. 4 W., stated that a Grange meeting had recently been held in Carlton and it was unanimously decided to petition the Commission to exclude T. 3 S. R. 4 W. from the district. He stated that the primary reason was that their taxes were already very high. Mr. French asked Mr. Marsh what was the value of the district without T. 3 S. R. 4 W. and Mr. Marsh answered, "Between \$1,750,000 and \$2,000,000."

Vice Chairman Gates stated, "At the meeting in Beaver there were some people from Carlton and Yamhill who requested that this township be included in this road district. We had no authority to add to boundaries proposed."

B. A. Smith, who lives 4 miles west of Carlton, said that he was opposed to the district as were other farmers living west of the two towns.

Jim Burdette of McMinnville, who owns property in the district, said that his opinion was the proposed highway was too expensive for the district and should be a state project. Also objected to paying taxes to build the road as his market was Portland, not Tillamook.

Herman Bernards, Section 29 T. 4 S. R. 4 W. (?) said, "We have helped build roads in other parts of the state and they should help us build ours."

J. E. White from Section 34, T. 4 S. R. 7 W. said, "The people who own land there are compelled to go out and work to get money to pay taxes."

T. A. Granfell from Sections 9 and 16, T. 4 S. R. 5 W.: "There are ten persons here representing this section and all are opposed to it." Vice Chairman Gates called his attention to the fact that the property described was not in the district.

J. C. Johnson who lives west of Carlton voiced his objection to the district.

R. L. Keagbine said that he has a homestead in Section 17 T. 4 S. R. 6 W., but would never be able to use the road. He now goes into Sheridan.

J. E. Cronin who has property in T. 4 S. R. 6 W. stated that Sheridan was his market.

T. M. Bernards who lives in T. 3 S. R. 4 W. said that the boundaries were not fair.

J. H. Teegarden of Yamhill said that he was opposed to including T. 3 S. R. 4 W. because he did not believe the benefits derived from this road would be great enough to justify the farmers in voting for it, but that it would be of some benefit to the business interests of the two towns.

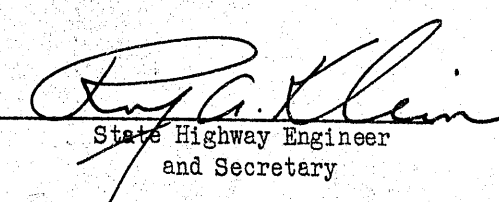
R. A. Du Bois, a property owner in Section 35 T. 3 S. R. 4 W. said it would not benefit him because he was too far away.

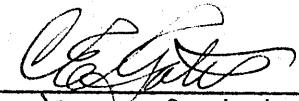
W. B. Dennis of Carlton said, "In all fairness if this road is built, the citizens of Carlton and Yamhill; being the most direct and largest beneficiary, ought to stand part of the burden, but unfortunately in including these towns it is necessary to include also a large number of farmers intervening. I want to say that it is no insignificant matter that the farmer is to be taxed by this undertaking a considerable sum and the problems of the farmer are great. There is always, however, in every road development undertaken, the great question of the community interest as a whole. I wish the Commission to take into consideration the fact that while this is an excellent representative body of people, it is only a small part of those living in the community."

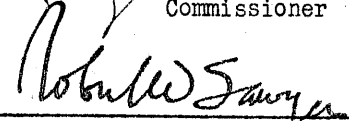
J. U. Smith stated that he was one of the original proponents of this road and had favored the formation of the district as at first proposed without T. 3 S. R. 4 W. but did not anticipate that there would be as much opposition as had developed. He stated that it was his recommendation to the Commission to approve the boundaries as originally proposed at Beaver and he thought that the people of Carlton and Yamhill would eventually give some help toward the completion of the road after it shall have been opened up and its benefits better understood.

There being no further discussion, Vice Chairman Gates announced that the matter would be taken under consideration and a decision announced later.

The meeting was thereupon declared adjourned.


State Highway Engineer
and Secretary


Commissioner


Commissioner

Portland, Oregon, October 30, 1929.

The Commission met in Room 251 Multnomah County Court House.
Present were:

C. E. Gates, Commissioner
Robert W. Sawyer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

In the absence of Chairman Van Duzer, Vice Chairman Gates called the meeting to order.

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

MT. HOOD HIGHWAY
RHODODENDRON-GOVERNMENT CAMP SECTION - RESURFACING

Morrison Trucking Co.	\$74,480.00
March Construction Co.	75,600.00
Wren & Greenough	77,820.00
Joslin & McAllister	77,880.00
Joplin & Eldon	85,840.00
Knute Lien	87,700.00
Willamette Contracting Co.	89,690.00
H. G. Johnson	91,447.50
J. H. Gallagher	92,364.00
Meyers & Co.	93,472.50
Newport Construction Co.	94,680.00
Milne & Dussault	98,565.00
Doggett & Cooper	100,385.00

CENTRAL OREGON HIGHWAY
HORSE RIDGE-DRY RIVER SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Henry C. Boyer	\$57,729.00	\$57,189.00
Morrison-Knudsen Co.	57,975.00	57,625.00
Johnson Brothers Company	63,775.70	63,412.40
Earl L. McNutt	63,860.00	63,647.00
Cochran Construction Co.	64,697.00	64,570.00
Smith Construction Co.	69,847.50	69,847.50
W. B. Kidd	75,045.00	74,760.00

CENTRAL OREGON HIGHWAY
HARPER-VALE SECTION - RESURFACING AND SURFACING

Willamette Contracting Co.	\$114,433.00
Joslin & McAllister	114,581.50
J. F. Konen	120,693.50
Wren & Greenough	124,172.60
Gerber & Doherty	125,699.00
Carl Nyberg	127,697.00
Knute Lien	130,067.50
Quinn-Robbins Co.	134,498.20
Triangle Construction Co.	142,675.00
Newport Construction Co.	149,181.40
Milne & Dussault	165,032.00

SALMON RIVER HIGHWAY
TILLAMOOK COUNTY LINE-GRAND RONDE SECTION - SURFACING

J. H. Gallagher	\$33,267.50
Meyers & Co.	49,400.00
March Construction Co.	51,850.00
Joslin & McAllister	52,520.00
Joplin & Eldon	60,125.00
C. R. Vaughan	61,300.00
Doggett & Cooper	67,225.00

BURNS - BUILDING FOR STORING MAINTENANCE EQUIPMENT

R. H. Jones	\$3,864.15
Carl O. Engstrom	4,886.00
O. N. Pierce	5,108.00
C. E. Silbaugh	5,228.00

PENDLETON - BUILDING FOR STORING MAINTENANCE EQUIPMENT

R. H. Jones	\$6,202.70
Wilbur Griswold	6,390.45
O. N. Pierce	6,490.00
C. M. Griswold	6,650.00

Cont'd

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Pendleton Building - cont'd

J. J. Cunningham	\$6,923.20
Hord-Brooks Co. Inc.	7,099.00
H. P. Nielson	7,479.00
C. G. Hedges	7,522.00
A. Ritchie	7,622.00
W. Vedder	7,855.00
A. G. Plant Co.	8,487.00
John Gietlhuber	8,550.00

THE DALLES-CALIFORNIA HIGHWAY
BRIDGE OVER U. S. R. S. CANAL NEAR KLAMATH FALLS

James L. Quinn	\$10,538.00
Peart Bros.	10,590.00
W. D. Miller Construction Co.	11,442.50
J. F. Johnston	12,055.00
Rigdon Bros.	12,335.00
Dunn & Baker	12,640.00
Rudolf K. Krausse	18,082.50

C. H. Miller of Redmond, Messrs. Anderson and Misner and A. King of Mitchell, Messrs. Smith, Hall and C. W. Woodruff of Prineville asked for completion of the remaining two units on the Mitchell-Dayville Section of the Ochoco Highway in Wheeler and Grant Counties. Vice Chairman Gates stated that the Commission would consider the request and give the delegation an answer later in the day.

The minutes of the meeting of September 26, 1929 were approved.

The Commission approved the award of the contract for the grading and surfacing of "L" Street in Reedsport for which bids were received at the previous meeting, to Liesch & Tofte, the low bidders, at \$8,323.00, the amount of the contract having been transferred by the trustees of the Umpqua Highway Improvement District, for this purpose from the fund set up for the Red Bridge-Drain unit.

The Commission approved the award of the contract for the paving of the Medford-Phoenix Section of the Pacific Highway, 5.87 miles in length, to the low bidder, L. O. Herrold, at \$119,455.00. The award of this contract was deferred at the previous meeting pending Federal Aid approval.

The Commission having been invited to have a representative on the special committee to study responsibility of owners and drivers of motor vehicles authorized by Senate Joint Resolution No. 26 at the 1929 Session of the Legislature, it was voted to leave it to Chairman Van Duzer to serve on the Committee, or to appoint someone to act for the Commission.

Ed F. Bailey of Junction City headed a delegation representing the Lane County Chamber of Commerce, the cities of Eugene, Cottage Grove and Springfield, the Farmers Union and Pomona Grange. Senator Bailey stated

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that the committee appeared in the interest of furthering highway construction in Lane County. They considered that the most important project after the Siuslaw Highway is the McKenzie Highway and they asked that the McKenzie Highway be completed as fast as possible, preferably in 1930. Probably Lane County will not have enough money to fully cooperate on the whole project, but the Lane County Chamber of Commerce will stand back of any agreement as to finances that the County Court and the Commission will make for the completion of the road. If Lane County's share will require an additional tax levy at the election in 1930, or if the Court can budget enough without a tax levy, the Chamber of Commerce will back them on that. In behalf of the Chamber of Commerce, Senator Bailey asked that all portions of the McKenzie Highway that are improved to state standards be oiled next year. Also, he urged that the connection between Cheshire and Junction City be completed. Commissioner Sawyer asked him if the Chamber favored any particular route. Senator Bailey replied, "Not any particular route. We feel that the Commission is capable of determining which would be the best route for the community and the state and we are willing to abide by the decision of the Commission." Commissioner Sawyer stated for the Commission that the oiling program for next year had not yet been made. Judge Barnard said that Lane County will have sufficient funds to co-operate 50-50 in the grading and surfacing of the unimproved sections between Cogswell Hill and Doyle Hill, in length 6.5 miles. The Commission voted to accept the cooperative offer of Lane County to improve this section of the McKenzie Highway as a part of the 1930 program.

Commissioner Sawyer offered the following resolution relating to the payment of the second one-half of the 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 19th day of April, 1929, apportion among the several counties of the State complying with the provisions and accepting the benefits of said market road law, the 1929 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 1929 apportionment as apportioned by the State Highway Commission by resolution under date of April 19th, 1929; 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, 1929, 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.

	1929 Apportion- ment	Second Half 1929 Appor- tionment	Advances to Counties to be Deducted	Balance Payable to Counties
Baker	\$31,620.58	\$15,810.29	\$	\$ 15,810.29
Benton	22,752.47	11,376.23		11,376.23
Clackamas	71,901.93	35,950.96		35,950.96
Clatsop	32,000.00	16,000.00		16,000.00
Columbia	24,364.29	12,182.14	1.40	12,180.74
Coos	36,951.72	18,475.86		18,475.86
Crook	7,561.81	3,780.90		3,780.90
Curry	6,070.03	3,035.01		3,035.01
Deschutes	17,560.06	8,780.03		8,780.03
Douglas	43,352.22	21,676.11		21,676.11
Gilliam	13,465.06	6,732.53		6,732.53
Grant	10,122.96	5,061.48		5,061.48
Harney	11,962.34	5,981.17	821.97	5,159.20
Hood River	13,778.37	6,889.18		6,889.18
Jackson	42,585.28	21,292.64		21,292.64
Jefferson	7,259.40	3,629.70		3,629.70
Josephine	10,667.24	5,343.62		5,343.62
Klamath	46,000.00	23,000.00		23,000.00
Lake	14,397.22	7,198.61		7,198.61
Lane	73,395.28	36,697.64		36,697.64
Lincoln	11,920.26	5,960.13		5,960.13
Linn	46,058.33	23,029.16		23,029.16
Malheur	16,934.98	8,467.49		8,467.49
Marion	69,610.48	34,805.24		34,805.24
Morrow	15,240.54	7,620.27		7,620.27
Multnomah	112,000.00	56,000.00		56,000.00
Polk	25,852.96	12,926.48		12,926.48
Sherman	13,726.94	6,863.47		6,863.47
Tillamook	30,164.64	15,082.32		15,082.32
Umatilla	64,605.12	32,302.56		32,302.56
Union	27,522.45	13,761.22		13,761.22
Wallowa	14,372.28	7,186.14		7,186.14
Wasco	25,185.78	12,592.89		12,592.89
Washington	49,186.87	24,593.43	139.34	24,454.09
Wheeler	6,490.91	3,245.45		3,245.45
Yamhill	32,370.37	16,185.18		16,185.18
Totals	\$1,099,031.17	\$549,515.53	\$962.71	\$548,552.82

The motion was duly seconded and carried.

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An agreement covering a change in quarry on the Keene Creek-Jenny Creek resurfacing project, Washburn & Hall, contractors, was executed.

A letter was received from Judge E. O. Potter of Eugene, a member of the City Planning Commission of that city, asking that the Commission consider cooperating in an overhead crossing of the Southern Pacific tracks at the north end of Willamette Street in Eugene. The Commission's view was that it could not cooperate with state funds in the city of Eugene because the population was in excess of 2000.

The Engineer reported that progress was being made in the survey of the East Side Road between Oregon City and Portland. Also that conferences had been held with the Clackamas County Court and with the representatives of the City Planning Commission of Portland.

The Secretary reported that fully signed petitions had been received for the formation of a highway improvement district in Coos and Curry Counties roughly comprising an area 18 miles measured east and west and 36 miles measured north and south, being situated south of the middle fork of the Coquille River, whose eastern boundary is the Coos-Douglas and the Curry-Josephine County lines. Inasmuch as the petitions were fully signed, whereas the law requires that they be unsigned on presentation to the Commission, the Secretary was instructed to return them to the sponsors of the district on account of this irregularity.

The Engineer recommended that the route of The Dalles-California Highway through Klamath Falls be changed to take advantage of the opening of 9th Street between Pine and Main Streets. The proposed route extends northeast on Main Street to 9th and northwest on 9th Street to Pine, making only one right angle turn, while the present route has two right angle turns, from Main Street northwest on 6th Street to Pine and northeast on Pine to 9th. It was stated that this change in routing has been approved by the City Council of Klamath Falls. Approved by the Commission.

Traffic officers' commissions were issued to Ashley W. Post, Traffic Recorder, and John S. Beakey, Traffic Engineer.

The matter of Deschutes County indebtedness on cooperative work was considered. Commissioner Sawyer suggested that of the \$15,000 less credits for right of way costs due on the Fremont Highway, a payment of \$5,000 be required this year, with \$4,000 plus payments due in 1930 and the same amount in 1931, it being understood that the state will continue to apply equipment rental credits on the Crooked River South cooperative project until all indebtedness under that agreement is paid, and if there are other equipment rentals to follow, that they be applied equally on the two \$4,000 plus annual payments due in 1931 and 1932. Commissioner Gates agreed to this plan.

The Commission instructed the Secretary to request Multnomah County to return to the state highway fund the unused portion of the \$100,000 fund set up to defray the cost of the improvement of the Denver

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Avenue approach to the Columbia River Interstate Bridge.

Consideration of the employment of a publicity man was deferred until Commissioner Van Duzer could be present.

A request for the extension of the Santiam Highway improvement from the Jefferson County line to Suttle or Blue Lake was received from "The Skyliners" Club of Bend. Action deferred until Commissioner Van Duzer could be present.

A request was received from the Chas. R. McCormick Lumber Co. for a statement from the Commission that the telephone company would not in the future be required to paint their poles white. This they would be unable to do if full length creosoted wooden poles were used. The Commission did not care to make such a statement since it is possible that in the future it might be advisable to require that poles be painted white as a safety measure and the Commission is unable and unwilling to bind its successors in this matter.

In response to a resolution urging that the name Roosevelt Highway be retained, the Commission pointed out that the change in the name could only be made by the Legislature.

The Attorney inquired of the Commission if they desired him to prosecute certain residents of Lane County who had torn up the oil surfacing on the McKenzie Highway with farm tractors and farm machinery despite warning signs and personal warnings. The Commission replied that these parties should be prosecuted to the full extent of the law.

The Engineer reported that further study and investigation had been made of the location for an approach and ferry slip at the South Beach side of Yaquina Bay. He reported that a temporary approach could be constructed on a sand bar west of the alignment selected for the permanent bridge for about one-third of the cost, that this location would save about one-third of the distance for ferry travel and that the construction could be made by ordinary grading equipment while the larger embankment required the use of suction dredge and pipe lines. He, therefore, recommended that the location on the sand bar with a ferry slip at the north end be constructed now as a temporary unit, the embankment on the bridge site location to be constructed later when the bridge was built. Recommendation approved by Commission.

An inquiry was received from the Lamm Lumber Company of Modoc Point as to when the Commission planned to construct an overhead crossing of The Dalles-California Highway over the Southern Pacific tracks at Modoc Point, so that they could plan some improvements to the plant at this point. The Commission's answer was that they were unable to say when this overhead would be constructed.

Mr. W. H. Lynch, District Engineer of the U. S. Bureau of Public Roads, was present and suggested that the forest highway program conference be held in December. This arrangement was agreeable to the Commission.

James L. Conley appeared in behalf of the Holdener Construction Company, contractor on the Greenleaf Creek-Low Pass Summit Section, Siuslaw Highway, contract No. 1084, resurfacing and maintenance materials. Mr. L. D. Packard, Manager of the Holdener Construction Company, also was present. Mr. Conley stated that the contractor had used all of the suitable rock from the quarry and it was impossible to complete the contract. The Engineer replied that this was a hard quarry but that there was plenty of satisfactory rock within reach of his plant to complete the contract. It was agreed that the matter be referred to the Attorney for investigation and further conference with Mr. Conley.

Judge Biggs of Crook County asked that the south end of the Bear Creek Road connecting with the Central Oregon Highway be completed in next year's program. Vice Chairman Gates replied that the Central Oregon Highway should be completed first and then the Commission will consider the connecting roads.

E. E. Marsh, Attorney, and Ira L. Withrow, President of the Board of Trustees of the Salmon River-Grand Ronde Highway Improvement District, stated that the district now had \$8,000 in cash but would need to hold a special election to levy the balance required for the surfacing of the Tillamook County Line-Grand Ronde Section of the Salmon River Highway.

Commissioner Snider of Lake County stated that the Lake County Court has all of the right of way settled on the East Forest Boundary-Silver Lake (town) Section of the Fremont Highway except one piece which they had negotiated but had not received the signed deed. He was advised by Commissioner Sawyer that the Court should notify the Commission in writing when all the right of way was secured and when this was received the Commission were ready to advertise the project.

Commissioner Snider stated that the Lake County Court had attempted to secure right of way for another unit of the Fremont Highway along the shore of Silver Lake which is now dry but that the property was claimed by the riparian owners and they demanded fencing. On the other hand if the lakebed belonged to the state, this fence could not be required of the county by these parties. The matter was referred to the Attorney to take up with the Attorney General.

Judge Benge and Commissioners Davidson and Bleakman of Morrow County, with James S. Stewart, appeared in the interest of the Heppner-Spray Road. Judge Benge stated that the county has expended \$240,000 on this road and is ready to grade and surface the McKinney Creek Section 4.6 miles in length if they could get cooperation on the section to Chapin Creek. Also they wished the balance of the forest highway section in Wheeler County completed so as to give a connection to the John Day Highway. Vice Chairman Gates replied that there would be a forest highway program meeting in December with the federal officials and that probably this project would be discussed.

On Monday afternoon, October 28, in the Courthouse at Roseburg, following the North Umpqua-Diamond Lake Highway Improvement District hearing, the Commission met with the Douglas County Court and discussed with them cooperation on further construction of the Roosevelt Coast Highway in Douglas County north of Gardiner. A letter was subsequently received stating that their cooperation would be \$9,000. This amount the Commission considered inadequate for a project and, therefore, was held pending further negotiations.

The Commission instructed the Secretary to acknowledge with thanks receipt of a deed from the Lincoln County Court for a tract of 1/4 acre donated for park purposes in the townsite of Seal Rocks, being a fragment of lots in Block 47 left after right of way was secured.

Parks Engineer Boardman reported on his activities for the month on park matters, stating that he had covered the Roosevelt Highway in Coos and Curry Counties, also in Lane and Douglas Counties, and found several desirable tracts for park sites. Mr. Boardman also reported on his investigations of the Siuslaw Highway from Cheshire to Triangle Lake and the timbered strips along the Salmon River Highway in Tillamook and Lincoln Counties.

The Attorney reported on the price asked by the owner, Clara Nelson, for the area surrounding Starvation Falls on the Columbia River Highway in Hood River County and asked for instructions. The matter was deferred until Chairman Van Duzer could be present.

In regard to the Camas Mountain Park site of 160 acres on the Coos Bay-Roseburg Highway, the Secretary reported that the General Land Office would not exchange this land except for state school land of equal value and therefore the exchange seemed impossible. The appraised valuation as set by the General Land Office was \$2,550 or an annual rental of \$127.50. Rather than purchase the property outright, it was agreed to secure possession of it by paying the annual rental, having in mind that some legislation would be enacted in the near future to permit the state to secure title to these park or scenic areas without cost.

The Secretary reported on the loss of the lodge building at Emigrant Springs by fire. The Commission instructed that claim be made on the State Restoration Fund for reimbursement.

A request was received from J. J. Lynott, present holder of the concession at Clatsop Crest, for an extension of his contract which expires on February 28, 1930, or if the concession privilege is to be advertised, that it be done soon so that he could make his plans accordingly. The Commission were not favorable to extension without advertising, but were agreeable to his request for early advertising and ordered that bids be received at the December meeting.

Agreements were signed by the Commission providing for the maintenance of the Sand Creek Road and Haystack Creek Section of the Heppner-Spray Road by the state, to be paid for from Federal forest highway

funds until the customary period of Federal maintenance expired. This arrangement is made in this case because the sections are short, isolated units and can be handled more economically with state maintenance forces on the state highways adjacent.

F. R. Schanck, representing the City Club of Portland, discussed the East Side Road between Portland and Oregon City. He stated that the City Club had the matter under consideration and asked if the Club should endorse any particular route at this time. Commissioner Sawyer replied that surveys were now being made and until all the data was available no definite route would be adopted.

At 4:30 P. M. announcement was made of the awards of contracts on the bids received.

Tillamook County Line-Grand Ronde Section of the Salmon River Road, Polk County, 6.4 miles of surfacing. This project was advertised for the Salmon River-Grand Ronde Highway Improvement District. The bid of J. H. Gallagher at \$33,267.50 is satisfactory but Federal approval to the project not having been received, and the district funds not yet having been deposited, the award of the contract was deferred.

Horse Ridge-Dry River Section of the Central Oregon Highway, Deschutes County, 8.4 miles of grading. Contract awarded to the low bidder, Henry C. Boyer, at \$57,729.00, using concrete culvert pipe.

Harper-Vale Section of the Central Oregon Highway, Malheur County, 7.0 miles resurfacing and 15.3 miles surfacing. The Vice Chairman announced that the low bidder was the Willamette Contracting Company at \$114,433.00 and the next bidder was Joslin & McAllister at \$114,581.50. However, the Willamette Contracting Company has unfinished at the present time a state surfacing contract between Lazinka Ranch and Albee, which is at a high altitude and may be closed down any time by snow. Therefore, the Commission made the award of contract to the second bidder, Joslin & McAllister, at \$114,581.50.

Rhododendron-Government Camp Section of Mt. Hood Highway, Clackamas County, 10.19 miles of resurfacing. The low bid of the Morrison Trucking Company at \$74,480.00 is satisfactory, but the quarry site selected being located on National Forest land and definite approval not having been received from the Forest Service officers, the award of contract was deferred.

Maintenance equipment shed at Burns. Contract was awarded to the low bidder, R. H. Jones of Baker, at \$3,864.15.

Maintenance equipment building at Pendleton. Contract was awarded to the low bidder, R. H. Jones of Baker, at \$6,202.70.

Bridge on U. S. Reclamation Service Canal on The Dalles-California Highway, Klamath County. The low bid of James L. Quinn at \$10,538.00 is satisfactory, but the bidder being unknown to the Commission, the award was

held for investigation.

At the conclusion of the reading of the awards of contracts, Dow V. Walker, representing the Willamette Contracting Company, protested the award of the Harper-Vale resurfacing and surfacing project to the second bidder and asked for a hearing in behalf of his client which was granted. He stated that he was certain that his company would finish their surfacing contract south of Lazinka Ranch by November 20, that they had a subcontractor for the grade widening, Earl McNutt, who would start at once on this part of the contract and that they were an Oregon company paying taxes in the state and were entitled to the award. Commissioner Sawyer replied to Mr. Walker, "When the present Lazinka Ranch contract was awarded to the Willamette Contracting Company there was some doubt as to the ability of the Company to handle the job and the award was made on probation. Because of delay in completing the contract on the contract date, October 31, we feel that your client has not made good." The Engineer reported that there was great probability that the present contract would not be finished before heavy snow closed the work down, that the Harper-Vale job was twice as large as his present contract and that the second bidder was very reliable and had completed many surfacing contracts for the state in a satisfactory manner over a period of several years. He, therefore, recommended the award of the contract to the second bidder, as to the best interest of the state. The Commission declined to consider Mr. Walker's request and agreed to let the award to Joslin & McAllister stand.

A letter was received from the Hermiston Commercial Club advocating the routing of the Wallula Cutoff through Hermiston rather than through Umatilla. Ordered filed for future reference.

The County Court of Coos County requested extensions to their Market Road system as follows:

- Bear Creek Market Road No. 8 extended north from the present intersection with the Roosevelt Highway to Parkersburg on the Coquille River, 0.8 miles in length;
- Ross Inlet Market Road No. 18 extended south to intersect the Coos City-Sumner Road, 5.3 miles in length.

The following additions to the Coos County Market Road system were requested by the Coos County Court:

- South Coos River numbered 26. Beginning at the mouth of Daniels Creek on Coos River, running easterly up Coos River 6.3 miles;
- Kentuck-Glasgow Market Road numbered 27. Beginning at Glasgow on Roosevelt Coast Highway, running easterly 5.8 miles up Kentuck Inlet;
- Willanche Inlet Market Road numbered 28. Beginning at intersection of Willanche Inlet Road with Kentuck-Glasgow road running in a southerly direction to

- Willanche Slough, length 3.5 miles;
- Bradley Lake Market Road numbered 29, beginning at the south city limits of Bandon, following the coast south to Bradley Lake, then east to connect with the Roosevelt Coast Highway, length 4 miles;
- Rink Creek Market Road numbered 30, beginning at the intersection with the Coos Bay-Roseburg Highway about 2 miles east of Coquille running northeasterly up Rink Creek Valley, length 1.2 miles.

The Market Road Engineer reported that he had made a general inspection of the above projects and recommended that the extensions and additions to the Coos County Market Road System requested by the Coos County Court be granted. Recommendation approved by the Commission.

Pursuant to instructions issued at the previous meeting, the Engineer reported on a conference with Ray Conway of the State Motor Association, the object of which was to endeavor to work out a method of cooperation between the State and the Motor Association in the signing of public roads not a part of the state highway system. The Engineer recommended that the State's share in the work be (1) logging and mapping the counties selected by the Motor Association, including marking the location of signposts and working up the detail of the signs required at each location; (2) furnishing the signboards painted with two coats of white paint; (3) furnishing 4x4 white cedar posts painted with two coats of white paint. The Motor Association would, on its part, undertake to letter the signboards and erect posts and boards in the field. If the state cooperation is placed at \$4,000 annually, it is estimated that this money will provide for logging approximately

1000 locations	at \$1.00 each
3000 short boards	" .31 "
2000 long	" .45 "
1000 posts	" 1.25 "

Commissioner Sawyer asked if the Motor Association would be willing to agree to maintain the signs after erection. Mr. Conway replied that a letter would be written covering that feature. On motion which was carried the plan was adopted for one year with that understanding.

Load limits for solid tired vehicles on certain highways were discussed but no action was taken, the intention being to bring the matter up again later in the season.

Projects ready to be advertised for the next meeting previously authorized were presented by the Engineer:

- East Forest Boundary-Silver Lake (town) Section of Fremont Highway, Lake County, 18.7 miles grading. Engineer authorized to advertise as soon as the Lake County Court advises that right of way has been secured.

Yaquina Bay Diike and ferry approaches, Roosevelt Coast Highway, Lincoln County, 1.0 mile grading. Authorized as soon as War Department permit is received.

Yachats-Lane County Line Section of Roosevelt Coast Highway, Lincoln County, 2.8 miles grading. Authorized.

Ranger Station East Section of Santiam Highway, Linn County, 1.8 miles of grading. To be paid for by Linn County. Authorized.

Pacific Highway Bridge crossing Rogue River at Grants Pass. Authorized.

Wahanna Creek Bridge, Roosevelt Coast Highway, Clatsop County. Authorized when permit is issued by War Department if found necessary.

Larson Slough Bridge, Roosevelt Coast Highway, Coos County. Authorized when permit issued by War Department.

La Grande-Hot Lake Section of Old Oregon Trail, grade widening and rock shoulders to pavement, 9.0 miles. Authorized.

Pleasant Valley-Durkee Section of Old Oregon Trail in Baker County, 11.5 miles of grade widening and resurfacing. Authorized.

Weiser Junction-Ontario Section of Old Oregon Trail in Malheur County, 20.9 miles grade widening and resurface. Authorized.

Sixes-Port Orford Section of Roosevelt Coast Highway, Curry County, 8.2 miles of resurfacing. Authorized.

The Commission authorized the following projects for construction:

Cogswell Hill-Doyle Hill Section of McKenzie Highway, Lane County, grading.

Barnhouse Ranch-John Day Highway junction at mouth of Rock Creek Section of Ochoco Highway, grading. To be advertised in two units.

The following maintenance and betterment projects were recommended by the Engineer and approved by the Commission:

Nimrod-Belknap Springs Road Section of McKenzie Highway, Lane County, 21 miles resurfacing and crushed rock for oiling and minor widening.

Eddyville-Pioneer Mountain Section of Corvallis-Newport Highway, Lincoln County, 10.1 miles of grade widening and resurfacing.

Alsea Mountain-Benton County Line Section of Alsea Highway, Benton County, 18.7 miles, furnishing crushed rock for oiling.

Jenny Creek-Keno Section of Greensprings Highway, 27 miles resurfacing and furnishing crushed rock for oiling.

The agreement with the Southern Pacific Company covering the construction of the culvert and embankment at Tryon Creek, Pacific Highway, Clackamas County, was executed by the Commission.

The Commission awarded the contract for the Tryon Creek culvert near Oswego to the low bidder, E. F. Balgemann, at \$10,961.00, whose bid had been held since the previous meeting pending the execution of the agreement with the Southern Pacific Company.

The Commission authorized a survey of a section of the Wapinitia Highway to replace the present market road construction from the east end of the forest highway project about 1/2 mile north of Wapinitia to the junction with The Dalles-California Highway west of Maupin.

The matter of the boundaries of the proposed Nestucca Highway Improvement District was discussed. The protests made at the hearing in Carlton on the previous day were considered, whereupon Commissioner Sawyer offered the following resolution and moved its adoption:

WHEREAS, there was submitted to the Commission under the provisions of Chapter 399, General Laws of Oregon, 1921, as amended by Chapter 254, General Laws of Oregon, 1927, as amended by Chapter 46 General Laws of Oregon, 1929, a form of petition for use in the organization of the highway improvement district to be known as the "Nestucca Highway Improvement District," the boundaries of which were to include a portion of Yamhill and Tillamook Counties extending in a general way from Yamhill and Carlton in Yamhill County to Beaver and Hemlock in Tillamook County;

WHEREAS, the Commission, by an order duly entered in the minutes, fixed Tuesday, the 29th day of October, 1929, at the hour of two o'clock P. M. in the City Hall at Carlton, Oregon, as the time and the place for hearing and passing upon said matter, notice of which said hearing was given by publication thereof in five newspapers of general circulation published in Yamhill and Tillamook Counties, Oregon, copies of which said publications containing said notices are on file in the office of the State Highway Commission at Salem, Oregon, and also by

posting said notices on the public bulletin boards in the courthouses at McMinnville and Tillamook; and

WHEREAS, pursuant to said notice the Highway Commission met at said time and place for the purpose announced and declared in said notice, at which time and place the meeting, after being called to order and after the secretary had read said notice, was thrown open to public discussion during which discussion all persons interested in the formation of said district, either for or against the same, were given an opportunity to be heard; and

WHEREAS, now at this time, after due inquiry and investigation, and after due consideration of all the matters set forth in said petition and after due consideration of the form of said petition and the boundaries of said proposed district as disclosed therein, and the Commission being duly advised with respect to said matters, it appears to the Commission that the boundaries as defined and described in said petition include certain territory not properly tributary to the proposed road, and which property will, in the judgment of the Commission receive no benefit from the creation of said proposed district and the building of permanent roads therein, to wit: Sections 1, 2, 3, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, ~~E₁~~ 22, all of Sections 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35 and 36 in T. 3 S. R. 4 W.; Sections 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 31, 32, 33, 34, 35 and 36 in T. 4 S. R. 6 W.; Sections 31, 32, 33, 34, 35 and 36 in T. 4 S. R. 7 W., and, therefore, said sections should be eliminated from said proposed highway improvement district; and

WHEREAS, it appearing to the Commission that the balance of the area proposed to be included in the district will be benefited by the creation of said district and the construction of permanent roads therein,

THEREFORE, BE IT RESOLVED, by the State Highway Commission that the boundaries of the said proposed highway improvement district be and the same are hereby amended and modified as follows:

Beginning at the Northwest corner of T. 3 S. R. 9 W. W. M., in Tillamook County, Oregon, and running thence East along the North boundary line of T. 3 S. R. 9 W. W. M., T. 3 S. R. 8 W. W. M., T. 3 S. R. 7 W. W. M., T. 3 S. R. 6 W. W. M., T. 3 S. R. 5 W. W. M., and T. 3 S. R. 4 W. W. M., to the Northeast corner of Section 4, T. 3 S. R. 4 W. W. M., in Yamhill County, Oregon; thence South along the East boundary line of said Section 4, T. 3 S. R. 4 W. W. M., to the Southeast corner of said Section 4, T. 3 S. R. 4 W. W. M.; thence West along the South boundary line of Sections 4 and 5, T. 3 S. R. 4 W. W. M., to the section corner common to Sections 5, 6, 7 and 8, T. 3 S. R. 4 W. W. M.; thence South along the East boundary line of Sections 7 and 18 to the section corner common to Sections 17, 18, 19 and 20, T. 3 S. R. 4 W. W. M.; thence East along the North boundary line of Sections 20, 21 and 22 to the

quarter section corner between Sections 15 and 22, T. 3 S. R. 4 W. W. M.; thence South on the quarter section line to the quarter section corner between Sections 22 and 27, T. 3 S. R. 4 W. W. M.; thence West on the South boundary line of Sections 22, 21, 20 and 19 to the Southwest corner of Section 19, which is on the boundary line between T. 3 S. R. 4 W. W. M. and T. 3 S. R. 5 W. W. M.; then South on the East boundary line of T. 3 S. R. 5 W. W. M. to the Southeast corner of said T. 3 S. R. 5 W. W. M.; thence West along the South boundary line of said T. 3 S. R. 5 W. W. M. to the Southwest corner of T. 3 S. R. 5 W. W. M.; thence South along the East boundary of T. 4 S. R. 6 W. W. M. to the section corner common to Sections 13 and 24 in T. 4 S. R. 6 W. W. M. and Sections 18 and 19 in T. 4 S. R. 5 W. W. M.; thence West along the South boundary line of Sections 13, 14, 15, 16, 17 to the section corner common to Sections 17, 18, 19 and 20, T. 4 S. R. 6 W. W. M. which is a corner of Tillamook County; thence South on the East boundary of Sections 19 and 30 to the section corner common to Sections 29, 30, 31 and 32, T. 4 S. R. 6 W. W. M., thence West along the South boundary of Section 30 to the East boundary line of T. 4 S. R. 7 W. W. M.; thence West along the South boundary line of Sections 25, 26, 27, 28, 29 and 30 to the East boundary line of T. 4 S. R. 8 W. W. M.; thence South along the East boundary line of said T. 4 S. R. 8 W. W. M. one mile to the Southeast corner of said T. 4 S. R. 8 W. W. M.; thence West along the South boundary of T. 4 S. R. 8 W. W. M. and T. 4 S. R. 9 W. W. M. to that point on said boundary line where the said Tillamook-Yamhill County line intersects said Township line; thence due North six miles, more or less, to the boundary line between T. 4 S. R. 9 W. W. M., and T. 3 S. R. 9 W. W. M.; thence West to the Southwest corner of T. 3 S. R. 9 W. W. M.; thence North to the place of beginning, which description contains T. 3 S. R. 5 W. W. M., T. 3 S. R. 6 W. W. M., T. 3 S. R. 7 W. W. M., T. 3 S. R. 8 W. W. M., T. 3 S. R. 9 W. W. M.; T. 4 S. R. 8 W. W. M., the East one-half of T. 4 S. R. 9 W. W. M., the North half and Sections 19 and 30 of T. 4 S. R. 6 W. W. M.; all of T. 4 S. R. 7 W. W. M. except Sections 31, 32, 33, 34, 35 and 36, and Sections 4, 5, 6, 7, 18, 19, 20, 21 and the West half of Section 22 T. 3 S. R. 4 W. W. M., all in Yamhill and Tillamook Counties in the State of Oregon.

and

BE IT FURTHER RESOLVED, that the boundaries of said highway improvement district as modified by the State Highway Commission be and the same are hereby approved and are declared to be the boundaries of said Nestucca Highway Improvement District, should said district be created and organized as provided by the provisions of Chapter 399, General Laws of Oregon, 1921, as amended by Chapter 254, General Laws of Oregon, 1927, as amended by Chapter 46, General Laws of Oregon, 1929, and the Commission does hereby approve the form of said petition as now amended.

BE IT FURTHER RESOLVED, that the Commission endorse upon said petition its approval as required by law, and that the Secretary be and he is

hereby instructed to return said petition, so endorsed, to those who submitted the same for approval.

The Commission approved the purchase of a lot 100'x100' adjoining the shop property at Coquille on the east side from Caroline Lorenz for the sum of \$650.00.

The following requests for extensions of time were received:

Willamette Contracting Company, contract No. 1057, Lazinka Ranch-Albee Section of the Pendleton-John Day Highway, surfacing, requested an extension of time to December 15, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Northwest Contract Company, contract No. 1068, bridge over McKenzie River on McKenzie Highway, Lane County, requested an extension of time to October 31. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Cochran Construction Company, contract No. 1074, Springfield-Cogswell Hill Section of McKenzie Highway, Lane County, grading, requested an extension of time to October 31. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

John R. Dickson, contract No. 1088, bridges over Four Mile Creek and others near Bandon, Roosevelt Coast Highway, Coos County, requested an extension of time to October 31, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

M. P. Pou, contract No. 1091, Lakeview-California Line Section, Fremont Highway, Lake County, grading, requested an extension of time to October 31, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

A. H. Kingsbury, contract No. 1105, bridge over Haynes Slough on Roosevelt Coast Highway in Coos County, requested an extension of time to December 15, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Peart Bros., contract No. 1106, bridge over Indian Creek on the Siuslaw Highway in Lane County, requested an extension of time to November 30, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

The date for the next meeting was set for December 12, 1929, it being agreed that if this date does not fit in with the County Judges and Commissioners Association Convention, that they select a date in the second week in December.

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It was agreed that the Commission would make a trip to Eastern Oregon to look over the alternate routes between Burns and Juntura in the first week in December.

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, December 12, 1929.

The Commission met in Room 251 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

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

OLD OREGON TRAIL
PLEASANT VALLEY-DURKEE SECTION - REGRADING AND RESURFACING

Quinn-Robbins Co., Inc.	\$157,919.10
Ryberg, McHugh & Cowley	160,064.10
Knute Lien	161,007.50
Joslin & McAllister	163,651.60
Wren & Greenough	166,376.50
Milne & Dussault	176,388.00
Homer G. Johnson	193,266.00

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ALSEA HIGHWAY
LINCOLN COUNTY LINE-ALSEA MOUNTAIN SECTION - RESURFACING

Joplin & Eldon	\$32,880.00
Willamette Contracting Co.	34,650.00
Chas. H. Hoyt	35,345.00
Homer G. Johnson	40,737.50
Newport Construction Co.	41,026.00
C. R. Vaughan	41,283.00
Meyers & Co.	44,717.50

FREMONT HIGHWAY
EAST FOREST BOUNDARY-SILVER LAKE SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Wm. Endicott	\$60,205.00	\$59,321.50
M. P. Pou	62,074.00	61,442.00
Johnson Bros. Co.	62,907.00	61,892.50
Newport Construction Co.	63,670.00	64,157.50
Earl L. McNutt	67,098.00	66,954.00
W. B. Kidd	67,177.50	66,545.00
G. C. Johnson	68,250.90	68,425.00
Ryberg, McHugh & Cowley	72,452.00	71,697.50
Rhodes & Dillard	82,520.00	81,098.00
A. C. Greenwood	83,450.00	82,052.50

MCKENZIE HIGHWAY
NIMROD-BELKNAP SPRINGS SECTION - SURFACING

Newport Construction Co.	\$76,850.00
Meyers & Co.	78,745.00
Joslin & McAllister	79,720.00
C. R. Vaughan	82,010.00
John J. Dann	90,105.00
Homer G. Johnson	106,200.00
Wren & Greenough	111,575.00

ROOSEVELT COAST HIGHWAY
YACHATS-LANE COUNTY LINE SECTION - GRADING

Wren & Greenough	\$162,882.50
Liesch & Tofte	197,864.70
A. C. Greenwood	199,630.00
Hauser Construction Co.	205,640.00
Meyers & Co.	208,555.00
P. L. Crooks & Co.	209,290.00
Joplin & Eldon	211,070.00
Myers & Goulter	217,640.00
Colonial Building Co.	220,500.00

SANTIAM HIGHWAY
RANGER STATION-BRYANT HILL SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Harmon & Tittle	\$57,935.50	\$57,252.50
Ajax Construction Co.	59,070.00	58,769.50
P. L. Crooks & Co.	59,530.00	58,675.00
W. B. Kidd	59,537.50	59,317.50
E. C. Peck & Co.	62,085.50	61,564.50
R. W. Shaffer	63,720.00	63,320.00
John J. Dann	65,262.50	64,684.50
Fred H. Slate	68,321.00	68,321.00
United Contracting Co.	68,800.00	68,547.50
Newport Construction Co.	72,210.00	71,705.00
Colonial Building Co.	72,605.00	72,320.00
John Slotte & Co.	75,620.00	75,209.50
Lair & Co.	77,362.00	77,362.00
C. R. Vaughan	78,830.00	78,337.50
Yunker-Wiecks & Co.	80,655.00	80,655.00
Hauser Construction Co.	88,287.50	87,795.00

PACIFIC HIGHWAY
BRIDGE OVER ROGUE RIVER AT GRANTS PASS

Northwest Contract Co.	\$119,600.00
John K. Holt	119,915.50
Rigdon Bros.	119,920.00
H. E. Doering	123,082.00
O. N. Pierce	127,895.00
Clackamas Construction Co.	128,739.00
Sam Boudrye	131,764.00
P. L. Crooks & Co.	163,290.00

BRADLEY PARK - CONCESSION

J. J. Lynott	\$720.00 per year
Geo. F. Mosteller	612.00 " "

Judge Schanep, with Commissioners Bean and Hales of Umatilla County, asked for consideration of the 14 mile Ukiah-Dale Unit of the Pendleton-John Day Highway as a part of the forest highway program. Judge Schanep proposed that the project be spread over three years and stated that Umatilla County would cooperate to the extent of one-third of the cost. Commissioner Sawyer asked how much the county would put in this year, to which the Court replied that they could raise \$75,000 the first year as their share. Chairman Van Duzer stated that an estimate of the cost of the unit would be secured from the Bureau of Public Roads who had made the survey and the project would be considered at the forest highway conference. C. G. Brownell opposed this project, stating that the Umatilla-Wallula Road was more important but had been opposed by the County Court for years. James Hoskins of Stanfield also spoke in favor

of the Umatilla Cut-off as preferable to the Ukiah-Dale project. In reply to a question from the Chairman, Judge Schannep stated that the Wallula Cut-off project had never been brought before the County Court but that there was some sentiment for it in the northern part of Umatilla County.

Senator R. J. Carsner, Judge Benge and Commissioners Bleakman and Davidson of Morrow County, District Attorney Notson, County Clerk Gay M. Anderson, Paul Marble, C. L. Sweek and P. M. Gemnell appeared in behalf of the Heppner-Spray Road. Senator Carsner stated that Morrow County is prepared to complete the remaining unfinished unit between Heppner and Hardman estimated to cost \$38,000 this year provided they have some assurance that the State or Government will put in some money on the section between Hardman and Chapin Creek or on the forest unit south of the completed forest section. Matter held for consideration at forest highway program meeting.

Judge Barnard and Commissioner Crowe of Lane County Court, Claude Jones, Chas. Hills, O. I. Nelson and J. E. Paddock of Oakridge, Chas. Willis and M. C. Woodard of Westfir, asked for the completion of the Willamette Highway location survey from the east end of the Black Canyon Unit to the vicinity of Oakridge. The Chairman stated that this survey would be discussed with the Bureau of Public Roads at the forest highway program conference.

Judge Barnard stated that Lane County had \$50,000 available for cooperation on the Roosevelt Highway plus such credits as were available from previous projects. On motion which was carried it was ordered that Lane County's offer of cooperation be accepted on a 25% county, 75% state basis, also that previous cooperative projects on the Roosevelt Highway be adjusted on the same basis, the county to be given a credit to apply on future projects.

Judge Barnard asked that the Commission prepare plans and specifications and advertise for the removal of the present county bridge at Springfield and re-erection at Creswell. This arrangement was agreeable to the Commission and the Engineer was instructed accordingly.

Commissioners Clough and Buzenbark of Douglas County with R. J. Hubbard and Wm. Lovelace of Reedsport appeared in behalf of further work on the Umpqua Highway. Commissioner Clough said, "We can definitely assure you of \$20,000 of county funds in 1930, but would not make a promise of \$20,000 in 1931 until it was agreed upon with Judge Hamilton. It was agreed that the next unit to be placed under contract would be the section east of Scottsburg. The Engineer reported that the survey of this unit was being checked over and would soon be ready. Commissioner Clough stated that Douglas County had \$16,000 for cooperation on the Tiller-Trail forest highway project.

Ira Withrow, Chairman of the Board of Trustees, and E. E. Marsh, Attorney of the Salmon River-Grand Ronde Highway Improvement District,

appeared in the matter of the surfacing contract between Grand Ronde and the Tillamook County Line on which bids were received October 30, 1929. Mr. Withrow stated that a special election had been held and a special tax voted to raise funds for this project which would be available when the taxes were paid. He stated that the district could borrow money from the banks if the attorney for the Highway Commission would advise them that such a loan was legal. When this money was obtained, the Board of Trustees proposed to deposit to the credit of the state highway fund their cooperative share of the cost of this project so that the contract could be signed up. The arrangement was satisfactory, it being agreed that the Commission would execute the contract with the low bidder when the district funds were deposited as required by the law.

J. H. Ralston of Albany, Judge Payne of Linn County and Judge De Armond of Deschutes County asked that forest highway and state funds be allotted to either or both ends of the Santiam Highway. Judge De Armond reported that Jefferson County would cooperate 25% on the east end from the Deschutes County line to Suttle Lake.

Mr. Ralston reported many accidents on the Pacific Highway between Albany and Halsey and asked that something be done. J. Shelton, Manager of the Oregon State Motor Association, stated that many accidents had been reported to the State Motor Association also on this section. The Engineer stated that grade widening would be recommended in the 1930 betterment program for this unit.

Judge De Armond stated that Deschutes County had been disappointed in the amount received from forest sales and therefore could not meet the \$5000 required to meet this year's payment as set up in the cooperative agreement for the Fremont Highway project. In response to a question as to how much the county could pay this year, Judge De Armond said that they could pay \$2500. The Commission voted to accept this amount and carry over the balance into next year's accounts.

Lester Martin of Newport asked that the Roosevelt Coast Highway between the Yaquina Bay bridge crossing and Newport be definitely located so that the right of way could be secured before it increased further in value by reason of the developments and improvements made in adjoining property. The Engineer reported that in view of the present attitude of the United States Engineers, the location of the bridge was uncertain and, therefore, it was difficult to make a definite recommendation as to the most feasible location for the approach. He stated further that some field work had been done on several routes and considerable study had been given to the alternate routes but no definite conclusions had been reached. The Chairman advised that the engineer would be asked to make a report at the next meeting on the whole situation on the north side of Yaquina Bay with the understanding that there is no commitment of any sort on the part of the Highway Commission at the present time.

Judge Retrum, with Commissioners Yokum and Shaw, was present in the interest of several projects in Grant County. Commissioner Yokum, as

spokesman, asked that surfacing of the Mountain Rest-Little Beech Creek Unit of the Pendleton-John Day Highway be included in the 1930 program, also that the market road between Little Beech Creek and Mount Vernon, which the county was building, would be ready for surfacing next summer and that probably these two projects could be handled together to some advantage to both parties. Further work on the Pendleton-John Day Highway north of Long Creek was urged as a part of the forest highway program. On the Canyon City-Burns road the opinion was expressed that the Soda Mountain Unit was the most necessary. Commissioner Yokum asked that the Canyon City-John Day unit be placed in the same classification as the rest of the Canyon City-Burns road. Also the County Court of Grant County endorsed the completion of the remaining unit of the Mitchell-Dayville Section of the Ochoco Highway and also the unfinished section of the Heppner-Spray road.

The Grant County Court reported that the two-year maintenance period by the Government on a part of the Canyon City-Burns road had expired and the county was now required to maintain it. The Court asked if the Commission would maintain this unit together with another unit in Harney County under some arrangement whereby the counties would pay the cost to the state. The Commission were of the opinion that some arrangement could be worked out by the counties under which the Government would maintain these units along with other units still under their supervision at cost to the counties. It was agreed that this would be taken up at the forest highway program conference to see what arrangements could be made.

Judge Noe of Malheur County asked for another unit on the Central Oregon Highway. He stated that the county had some funds available to purchase right of way. In conformance with a promise previously made, the Commission ordered that a section from Harper east to the railroad tunnel be advertised.

Judge Beltz and Commissioners Owens and Lindsey of Tillamook County with Judge Boyington and Commissioners Larson and Elliott of Clatsop County were present in the interest of the coast route for the Roosevelt Coast Highway between Nehalem and Cannon Beach rather than the present inside route. Judge Beltz told of the expenditures made by the counties thus far on the coast route. He urged that instead of improving the present route, that the same money be applied to the outside route. He stated for the two counties that each would put up \$100,000 for the project and when finished would relieve the state of maintenance on the inside route. Judge Boyington stressed the advantage of a more scenic and shorter route to be had on the coast. He stated that due to decreasing valuations both counties were probably better able to cooperate now than they would be three years from now. Judge Beltz asked if money spent now by the counties would be considered as cooperation later if the Commission took the coast road over as a state highway. Chairman Van Duzer said that before the Commission could consider the county's proposal, they would want a report from their engineers covering all features of the proposed project. Commissioner Gates expressed the view that the Roosevelt Coast Highway should be completed throughout before consideration is given to

addition of new mileage on an alternate route. Judge Boyington and Judge Beltz both suggested that future work by the two counties be under the supervision of the State Highway Engineer. On the suggestion of Commissioner Sawyer, it was agreed that the engineer be instructed to prepare a report for the next meeting giving the mileages of completed and uncompleted work in the project together with estimates of cost to complete the unfinished portions and standardize those sections on which some work had been done.

Judge Robison and Commissioner Kent of Lincoln County were present to confer with the Commission relative to the forest highway project at Waldport with particular reference to the adopted location parallel to the railroad track. They stated that there was some opposition to this location in the town and that perhaps the county would have to rebuild the highway bridge in its present location. Also Judge Robison thought that the right of way costs would be higher on the proposed location than on the line originally contemplated, therefore the Court asked to be relieved of their cooperation in the amount of \$4,600.00 (the estimated cost of replacing the present bridge) on the project. In the discussion which followed, it was agreed that the later location was proper and should be used, therefore, in view of change from the first location near the site of the present bridge, the Commission voted to relieve Lincoln County from cooperation in the amount of \$4,600.00 previously pledged. The Court agreed to secure the right of way as previously understood.

Judge Robison stated that guard fence was needed on the Roosevelt Highway near Otter Crest, particularly on foggy nights. The Chairman stated that a survey would be made to determine where guard fence was most needed. Judge Robison asked that sanitary conveniences be placed at Otter Crest and Rocky Creek. Matter taken under advisement.

Leo R. Merrick, Secretary of the Chamber of Commerce of Astoria, presented a resolution adopted by the Lower Columbia Associated Chambers of Commerce urging the Commission to issue \$5,000,000 of bonds in 1930 to complete the Roosevelt Highway. Ordered filed.

James L. Conley, attorney, and E. T. Hall, attorney representing the Metropolitan Casualty Insurance Co., and L. D. Packard of the Holdener Construction Co., contract No. 1084, Greenleaf Creek-Low Pass Summit Section, Siuslaw Highway, resurfacing and maintenance materials, were present. Mr. Conley stated that there was not sufficient rock in the quarry to finish the contract, that the earth overburden had increased as the quarry was opened up, and the situation called for relief. Mr. Hall stated that the surety company was carrying the contract and had suffered severe losses. The Engineer reported that in his opinion there was sufficient rock to finish the contract if the contractor would rearrange his plant to use the rock disclosed in the roadside cut east of the crusher set-up. It was agreed that Mr. Conley and Mr. Hall should confer with Attorney Devers and the State Highway Engineer at Salem the following Monday.

At five o'clock the following awards of contracts were announced by Chairman Van Duzer:

Pleasant Valley-Durkee Section of Old Oregon Trail in Baker County, grade widening and resurfacing. The low bidder is Quinn-Robbins Co. Inc. of Boise, Idaho, but being unknown to the Commission, the award of contract will be held a few days pending investigation by the Engineer.

Lincoln County Line-Alsea Mountain Section of Alsea Highway in Benton County, resurfacing and maintenance materials. Award of contract made to the low bidder, Joplin & Eldon, at \$32,880.00.

East Forest Boundary-Silver Lake Section of Fremont Highway, Lake County, grading. Contract awarded to the low bidder, Wm. Endicott, at \$60,205.00, using concrete pipe.

Nimrod-Belknap Springs Section of McKenzie Highway, Lane County, resurfacing and maintenance materials. The low bid of the Newport Construction Company is unsatisfactory, therefore, the project will be readvertised.

Yachats-Lane County Line Section of the Roosevelt Coast Highway in Lincoln County, grading. Contract awarded to Wren & Greenough, the low bidder, at \$162,882.50.

Ranger Station-Bryant Hill Section of the Santiam Highway, grading, to be paid for by Linn County. Contract awarded to Harmon & Tittle, the low bidders, at \$57,935.50, using concrete pipe.

Bridge over Rogue River at Grants Pass, Pacific Highway. This being a Federal Aid project and Federal approval not having been received, it was necessary to defer the award of contract.

Concession privileges at Clatsop Great Park, Columbia River Highway, Clatsop County. Contract awarded to the high bidder, J. J. Lynott, at \$720.00 per year for three years.

Charles R. Spackman, Jr., attorney representing George Abraham, contract No. 1058, regrading and resurfacing, Morrow County Line-Umatilla Section of the Columbia River Highway in Umatilla County, protested against payment of the engineering penalty on that contract imposed because of delay in completion. After consideration, the Commission declined to waive the penalty.

The minutes of the meetings of October 28, 29 and 30, 1929 were approved.

The Commission having under consideration the petition for the formation of a highway improvement district to be known as the North Umpqua-Diamond Lake Highway Improvement District, and the Commission having duly considered said petition both as to form and as to the boundaries of said proposed district, whereupon Commissioner Gates offered the following resolution and moved its adoption:

WHEREAS, there was submitted to the Commission under the provisions of Chapter 399, General Laws of Oregon, 1921, as amended by Chapter 254, General Laws of Oregon, 1927, as amended by Chapter

46, General Laws of Oregon, 1929, a form of petition for use in the creation and incorporation of a highway improvement district to be known as the North Umpqua-Diamond Lake Highway Improvement District, in which said petition the boundaries of the proposed district were set out and specifically defined and described, and

WHEREAS, the Commission by an order duly entered in its minutes, fixed Monday, the 28th day of October 1929, at the hour of 2 P. M. in the County Court House at Roseburg, Oregon, as the time and the place for hearing and passing upon said matters, notice of which said hearing was given by publication thereof in four newspapers of general circulation published in Douglas County, Oregon, copies of which said publications containing said notices are on file in the office of the State Highway Commission at Salem, Oregon, and also by posting said notices on the public bulletin board in the court house at Roseburg, Oregon, and

WHEREAS, pursuant to said notice the highway commission met at said time and place for the purpose announced and declared in said notice, at which time and place the meeting, after being called to order and after the secretary had read the notice, was declared open for public discussion, during which discussion all persons interested in the formation of said district either for or against the same were given an opportunity to be heard, and

WHEREAS, during said discussion there was raised by some who opposed the formation and incorporation of the proposed district the question or issue of the power and authority of the commission to hear testimony touching the merits or demerits of the incorporation of said territory and the authority and power of the Commission to pass upon such matters, with respect to which said issue the Commission ruled that, while it would not refuse to hear testimony going to the merits or demerits of the creation and incorporation of said proposed district, it was the opinion of the Commission that it was without authority to pass upon such matters and it was further the opinion of the Commission that authority and jurisdiction of the Commission extended only to matters concerned with the form of the petition and the boundaries of the district proposed to be incorporated, and that in determining the boundaries of the district only such property should be included therein as in the judgment of the commission would receive some benefit from the creation of said district and the construction of permanent roads therein, and

WHEREAS, the Commission at this time, after due inquiry and investigation and after due consideration of all the matters set forth in said petition, and after due consideration of the form of said petition and the boundaries of said proposed district as disclosed therein, and being duly advised with respect to said matters and it now appearing to the Commission that the boundaries as defined and described in said petition incorporate and include certain territory which in the opinion of the Commission does not require the construction of new and additional highways, and which said property will in the judgment of the Commission receive no benefit from the creation of said proposed district or the construction of permanent roads therein, to wit:

All lands west of range line included in Townships 26, 27, 28 and 29 in Range 6 West except corporate limits of the city of Roseburg, also all lands within road districts 50, 75 and 26. Total area eliminated two hundred and seven sections.

and therefore said sections should be eliminated from said proposed highway improvement district, and

WHEREAS, it appearing further to the Commission that the balance of the area proposed to be included in the district will be benefited by the creation and incorporation of said district and the construction of permanent roads therein, which said property is included within the boundaries hereinafter described,

THEREFORE, BE IT RESOLVED by the State Highway Commission that the boundaries of said proposed highway improvement district be and the same are hereby amended, modified and changed so that the same are as follows:

Beginning at the northeast corner of township 25 south, range 1 west of Willamette Meridian, which point is an interior L corner on the northerly boundary of Douglas County; thence south, along the easterly line of said township, 3 miles to the southeast corner of section 13 of said township; thence west, following the section lines, 6 miles to the northwest corner of section 19 of said township; thence south along the west line of said township to the northeast corner of section 24 of township 25 south, range 2 west of Willamette Meridian; thence west following the section lines, 10 miles to the northwest corner of section 21, township 25 south, range 3 west of Willamette Meridian; thence south, along the section lines 3 miles to the southwest corner of section 33 of the last named township; thence west, following the line between townships 25 and 26 south, 14 miles to the northwest corner of township 26 south, range 5 west of Willamette Meridian; thence south, along the line between ranges 5 and 6 west, to the northerly limits of the town of Roseburg; thence in a southerly direction, following the westerly limits of said town, to an intersection with the last named range line; thence south along the last named range line to the southwest corner of section 18, township 28 south, range 5 west of Willamette Meridian; thence east, along the section lines, 30 miles to the southeast corner of section 13, township 28 south, range 1 west of Willamette Meridian; thence continuing due east approximately 35 miles to the line between Douglas and Klamath Counties; thence northerly and westerly following the Douglas county boundary to the point of beginning.

BE IT FURTHER RESOLVED, that the boundaries of the said highway improvement district as modified by this Commission, be and the same are hereby approved and are hereby declared to be the boundaries of the said North Umpqua-Diamond Lake Highway Improvement District should said district be created and organized as provided by the provisions of Chapter 399, General Laws of Oregon,

1921, as amended by Chapter 254, General Laws of Oregon, 1927, as amended by Chapter 46, General Laws of Oregon, 1929, and the Commission does hereby approve the form of said petition as now amended and the boundaries as herein described.

BE IT FURTHER RESOLVED, that the Commission endorse upon said petition its approval as required by law, and that the secretary be and he is hereby instructed to return said petition, so endorsed, to those who submitted the same for approval.

The motion was duly seconded and declared carried.

Ross Newport and Guy Pyle, the successful bidders on the Riverton-Bandon-South resurfacing project on which bids were received on August 29, 1929, stated that they had attempted by various methods to work the rock in the Government quarry at Bandon but were unable to drill it on account of its hardness. Mr. Newport stated that they had made a thorough search for other quarries in the vicinity but had found no prospect of sufficient quantity complying with the specifications except the Norway quarry south of Coquille. The Engineer stated that he confirmed the opinion of Mr. Newport that it was impractical to drill the rock in the Bandon quarry after checking the methods and equipment used by the contractors. Also the department's engineers had made an exhaustive search for suitable rock to substitute but had found no deposits in the vicinity of the project. As to the Norway quarry, satisfactory rock could be secured there if the soft strata were screened out, but because of its location, a long truck haul over an improved highway would be necessary which would be objectionable, particularly in the winter months. Mr. Newport stated that if gravel from the Umpqua River was accepted in lieu of rock, that he could make arrangements to assign his contract to F. J. Kernan who would do the work under the same specifications and at the same price, Kernan's plan being to dredge the gravel from the Umpqua River, load into cars at Reedsport, ship by rail to Coquille, there unload into barges, which would be towed down the river to various landings below Riverton, and there hauled out on the road in trucks. The Engineer recommended that the substitution of gravel be permitted and an assignment of the contract to Kernan be accepted. Matter taken under consideration.

Parks Engineer Boardman reported on his activities for the month. Authority was given to negotiate with the owners Fred J. Caughell, Paramount Mining Co., Jesse Turner and Robert Smith, for the purchase of a tract of about 46 acres on the ridge overlooking the ocean immediately south of Hunters Creek, Roosevelt Coast Highway, Curry County.

The Commission discussed the purchase for park purposes of the 74.6 acre tract at Starvation Falls and Cabin Creek in Hood River County, owned by Clara Nelson of Black Duck, Minnesota. The Commission were of the opinion that the price of \$50.00 per acre asked by the owner was excessive and instructed the attorney to offer \$25.00 per acre for the property. If that is not accepted, the attorney is instructed to condemn the area desired.

The Commission then adjourned to meet the next day.

Portland, Oregon, December 13, 1929.

The Commission met in Room 209 Imperial Hotel at 10 o'clock A. M. with all present and participating. The purpose of the meeting was a joint conference with representatives of the Bureau of Public Roads and the Forest Service to consider the forest highway program for 1930 (Government fiscal year 1931, beginning July 1, 1930 and ending June 30, 1931). Present were W. H. Lynch, District Engineer, J. A. Elliott and H. D. Farmer of the U. S. Bureau of Public Roads, C. M. Granger, District Forester, and P. H. Dater of the Forest Service.

Mr. Lynch reported that there was available after deducting administrative costs and providing for contingencies the total sum of \$584,000 to be allotted. After discussion and consideration, the following program was agreed upon by all three parties:

Project	Length	Total Estimated Cost	Government Share	State Share	County Share
Cushman-Rainrock Section, Siuslaw Highway, grading	7.7	\$ 600,000	\$ 150,000*	\$300,000**	\$150,000
Government Camp-Wapinitia Junction, Mt. Hood High- way, grade widening	2.7	60,000	30,000	30,000	0
Yaquina Bay-Alsea Bay, Roosevelt Coast Highway, surfacing	14.0	155,000	71,500	83,500	0
Weston-Elgin, surfacing	5.4	30,000	30,000	0	0
Lowell-East, Willamette Highway, surfacing	13.4	112,000	36,000	76,000	0
Soda Mountain Section, Canyon City-Burns, grading	8.0	100,000	100,000	0	0
Rose Lodge Section, Salmon River grade & bridge	3.4	65,000	65,000	0	0
Ukiah-Dale, Pendleton-John Day Highway, grading	7.0	200,000	62,500	62,500	75,000
Summit Section, Heppner- Spray, grading	5.5	75,000	75,000	0	0
Black Butte-Suttle Lake, Santiam Highway, grading	4.0	55,000	29,000	13,000	13,000
Maintenance		35,000	35,000	0	0
Totals		\$1,487,000	\$684,000	\$565,000	\$238,000
Less allotted 1930 (not used)*		100,000	100,000	0	0
		\$1,387,000	\$584,000	\$565,000	\$238,000

* \$100,000 allotted for Siuslaw from 1930 appropriation but not used, included.

**It was understood that the Siuslaw project would be refinanced in fiscal year 1932 to make contributions of Federal Government and State more nearly equal.

Consideration was given to the matter of surveys. Mr. Lynch stated that there was sufficient retained in the contingent fund to permit the use of \$26,000 for surveys. He recommended that surveys be made on the following projects:

Forest Route No.	Name of Project
35	Canyon City-Burns
2	Salmon River
33	Pendleton-John Day
32	Heppner-Spray
23	Santiam
24	North Santiam
21	Willamette
6	Alsea Highway
7	Siuslaw Highway
	Diamond Lake Highway

Cooperation in the amount of \$5,000 was offered on the Diamond Lake Highway by Jackson County and \$2,500 by Klamath County.

Mr. Lynch stated that he had received instructions from Washington to bring up at this conference the matter of the definite adoption of the forest highway system map, since Oregon was the only state in which this had not been done. The matter of the inclusion of certain roads in the system was discussed but no definite conclusions reached. Therefore, it was decided to meet again at the next meeting, January 16th, to discuss the subject further.

The matter of maintenance of the county sections of the Canyon City-Burns Highway was discussed with the Bureau officials and it was thought that the Bureau could maintain these units in both Grant and Harney Counties along with other sections still under Government maintenance, provided satisfactory arrangements could be worked out to handle the county payments.

Judge Kelty and Commissioner Fisher of Lake County asked for the construction of a unit of the Fremont Highway from Silver Lake (town) to the foot of the grade on the north side of Picture Rock Pass, 13.5 miles. The Commission having just placed the East Forest Boundary-Silver Lake (town) grading project under contract stated that they were not ready to undertake another section of the Fremont Highway at this time. Additional Federal aid or forest appropriations might change the situation later, it was stated to the Lake County representatives. After a discussion as to how the cooperative account stood, the Engineer was instructed to furnish the Lake County Court with a statement brought up to date covering all projects on the Fremont Highway in Lake County including the forest project computed on the previously agreed 25 per cent cooperative basis for the county.

Several letters from community clubs, civic organizations and others were received advocating that the State Highway Commission take

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over the state highway routes in Multnomah County (now maintained by the county) and thus relieve Multnomah County of these costs. Ordered filed for future consideration.

A petition for oiling the Merrill-State Line Section of the Dalles-California Highway was received from residents of Malin and vicinity. The Engineer reported that it would be inadvisable to oil this road until it had been resurfaced. The request was declined.

A petition for oiling 10 miles of the Cold Springs Highway north from Pendleton was received. The request was declined.

Maintenance Engineer Baldock reported that at the present date there were on the state highway system 1422 miles of oiled macadam, 158 miles of bituminous macadam and 105 miles of non-skid treatment to bituminous pavement. The 1930 oiling program was discussed over a map showing present status of treated and untreated macadam surfaces and the recommended units for improvement for the year 1930. After full consideration, a program was agreed upon consisting of 267 miles of oiling at an estimated cost of \$316,642; 265 miles of reoiling at an estimated cost of \$203,320; 76 miles of oiling as preliminary to bituminous macadam; 182 miles of non-skid surface treatment to bituminous pavement. There was some discussion as to the amount of cooperation to be received from the Government on the bituminous macadam program recommended, but the figures not being available, it was agreed to postpone the consideration of the bituminous macadam program until the next meeting.

After consideration, the Commission authorized the following projects to be advertised for bids at the next meeting or as soon thereafter as plans and specifications can be prepared:

Roosevelt Highway, from a point 1.5 miles south of Glenada to the Lane-Douglas County line, 6.4 miles, grading, Lane County;

Roosevelt Highway, Sutton Lake-Berry Creek, 3.7 miles of grading, Lane County;

Roosevelt Highway, bridge at mouth of Rogue River, Curry County;

Roosevelt Highway, ferry slip and embankment on South Beach, Yaquina Bay;

Roosevelt Highway, ferry slip on north side of Alsea Bay, with authority to make application to War Department for permit;

Ochoco Highway, Barnhouse Ranch-John Day Highway Junction Section, grading;

Central Oregon Highway, Railroad Tunnel to Harper, grading.

Division Engineer Clarke reported on a project on the Roosevelt Coast Highway from Tillamook north to the Kilchis River. This improvement contemplates the shifting of 2d Avenue East in Tillamook westward north of 1st Street to avoid the congested area at Coates Mill, requiring a new bridge at Hoquarton Slough. Also a new bridge is laid out on this plan for Wilson River together with an overhead crossing of the railroad tracks. The new location saves a large amount of curvature and about $\frac{1}{2}$ mile of distance. Matter taken under advisement.

The widening and straightening of the Pacific Highway between Multnomah County Line and Oswego, 1.0 mile in length, was recommended by the Engineer. After consideration the project was adopted. It was understood that Division Engineer Clarke would consult with Chairman Van Duzer in regard to securing the right of way.

The Engineer recommended that the paving of the Multnomah County Line-Beaverton Unit of the Tualatin Valley Highway, 3.9 miles, be placed under contract. This project having been previously understood to be part of the 1930 program, the Commission authorized the project for Portland cement concrete pavement 20 feet wide, bids to be received as soon as plans and specifications are prepared by the Engineer.

The Engineer recommended paving also for two units of the Mt. Hood Highway, one between the Multnomah County Line and Sandy in Clackamas County, 6.9 miles in length, the other from Hood River to Van Horn, 4 miles in length. The Commission decided to undertake these projects if additional federal aid was appropriated, but not otherwise.

The Engineer reported on the cost of constructing embankment approaches at the Tualatin River bridge and Cedar Creek, also the need for building an embankment across Onion Flat to replace the present timber bridge. All of these units are on the West Side Pacific Highway in Washington County. The Engineer suggested that this would be an opportune time to widen the cuts and embankments on the entire unit from the Multnomah County line to Middleton and handle all in one contract. He asked for authority to prepare an estimate to cover this project which was granted.

The Engineer asked for authority to prepare an estimate for widening the roadbed on the Pacific Highway between Albany and Halsey which was granted.

Bridge Engineer McCullough reported on the alternate routes for the Roosevelt Highway ferry crossing at Coos Bay, recommending that the North Bend slip be reconstructed near its present position and that the approach trestle and embankment on the north side of the bay be located at Russell Point, shortening the distance for travel by one-half mile. After consideration of the merits of two alternate routes, the Russell Point location was adopted by the Commission and the preparation of plans and specifications authorized.

The Commission considered further the application of the Newport

Construction Company and Guy F. Fyle to assign the contract for the River-ton-Bandon-South resurfacing contract to Frank J. Kernan with the substitution of crushed Umpqua River gravel for crushed rock. The Engineer stated that this would be satisfactory in view of the circumstances and recommended that it be done in order to expedite the work. The Commission approved the assignment subject to approval of the Attorney as to legality.

Having been notified by the District Engineer of the Bureau of Public Roads that the Rogue River bridge project had been approved by the Bureau of Public Roads, the contract was awarded to the Northwest Contract Company, the low bidder, at \$119,600.00.

The Engineer was instructed to see Secretary of State Hoss and ask if it would be agreeable to him to have the Commission employ a firm of certified public accountants to make an audit of the State Highway Fund and Engineer's payroll account as in previous years, notwithstanding legislation enacted at the past session of the Legislature placing that duty upon the Secretary of State.

The Engineer was instructed to ask Secretary of State Hoss if he would be willing to audit and pay in the first instance the payrolls and expense accounts of all traffic officers employed through the Highway Commission, it being understood that the Secretary of State would be reimbursed from the State Highway Fund at stated periods.

The Commission discussed the alternate locations of the Central Oregon Highway between Burns and Juntura, but no decision was reached.

At the request of the Bureau of Public Roads, the Commission ordered that a survey be made from Umatilla east to the Washington state line, a distance of 20 miles, on the route of the so-called Umatilla-Wallula Cut-off.

A copy of an order of the Board of County Commissioners of Multnomah County was received providing for the return of \$49,329.76, the balance remaining unused of the \$100,000 advanced by the Commission for the Denver Avenue approach construction, which was a condition of the agreement for the acquisition of the Interstate Bridge over the Columbia River at Vancouver.

The date of January 16th was set for the next meeting in order to accommodate county officers who will be in attendance at the meeting of the County Judges and Commissioners Association to be held in Portland January 14 and 15.

The following extensions of time were requested:

Clackamas Construction Company, contract No. 1042, Umpqua River bridge at Scottsburg, requested an extension of time to November 30, 1929. The Engineer reported that the completion of the structure had been delayed by additional work required and recommended that the extension as requested be granted without penalty. Recommendation approved by the Commission.

John J. Dann, contract No. 1048, surfacing Lebanon to Shea's Hill, Santiam Highway, requested an extension of time to December 15, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Kuckenberg-Wittman Company, contract No. 1049, bridge over Deschutes River at Maupin, requested an extension of time to September 15, 1929. The Engineer recommended that the extension of time be granted without penalty. Recommendation approved by the Commission.

Joslin & McAllister, contract No. 1062, Baker-Pleasant Valley Section of the Old Oregon Trail in Baker County, resurfacing and maintenance material, requested an extension of time to June 1, 1930. On account of difficulties in producing crushed rock from the quarry on this contract, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

J. W. & J. R. Hillstrom, contract No. 1085, Snake River Slides Section of the Old Oregon Trail in Malheur County, regrading and resurfacing, requested an extension of time to January 31, 1930. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

G. C. Johnson, contract No. 1090, Pilot Butte-Horse Ridge Section of Central Oregon Highway, Deschutes County, grading, requested an extension of time to November 30, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Clackamas Construction Co., contract No. 1092, Skipanon River bridge, Columbia River Highway, Clatsop County, requested an extension of time to November 30, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Rudolf K. Krausse, contract No. 1094, bridge over Central Oregon Canal, Central Oregon Highway, Deschutes County, requested an extension of time to October 15, 1929. The Engineer recommended that the extension be granted without penalty. Recommendation approved by Commission.

W. D. Miller Construction Company, contract No. 1100, Klamath Falls-Lakeview Junction Section of The Dalles-California Highway, Klamath County, paving, requested an extension of time to November 30, 1929. The Engineer recommended that the extension be granted without penalty. Recommendation approved by Commission.

Earl L. McNutt, contract No. 1103, approaches to McKenzie River and Gate Creek bridges, McKenzie Highway in Lane County, requested an extension of time to November 30, 1929. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Rigdon Bros., contract No. 1104, Salmon River bridge, Mt. Hood Highway, requested an extension of time to December 31, 1929. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.