

Vouchers 545 to 616 were approved for payment.

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

E. P. Cantine

Chief Deputy State Engineer

G. Ed Ross
Acting Secretary.

James Littlepage
Chairman

Thos. B. Kay

Salem, Oregon, January 27, 1916.

A special meeting of the Highway Commission was called to order in the Governor's office at 11:00 a.m., all the Commissioners being present, also Mr. Lewis, Mr. Cantine and G. Ed Ross, Acting Secretary.

There appeared before the Commission Col. Gardner and Mr. McCargar of Wasco County to present certain arguments showing the advantages of the Columbia River highway going over Seven Mile Hill rather than along the river route.

The following letter dated January 24, 1916, signed by F. S. Gunning, County Judge of Wasco County and J. L. Kelly, President of the Wasco County Good Roads Association, was read:

"The Good Roads Association of Wasco County will call a meeting to be held in Dalles City as soon as possible, but before calling said meeting, we would like to have a letter from your Board relative to the attitude of the Board regarding the following question.

"Our trouble up here seems to be over distribution of moneys to be derived from Bond Issue, caused mostly by the high estimate of cost of Columbia River Highway, from Mosier to The Dalles, but if we can proceed along the lines as has been outlined to your Board by Mr. Bonney and Mr. Littlepage of this County, i.e. the County to build a road over Seven Mile Hill, from Mosier to The Dalles, the road to be built to accommodate Tourist Travel and to be along the same lines as the road built through the County South from The Dalles, and to answer all purposes as a Highway until such time as the State is in position to build the Columbia River Highway.

"There is a strong demand for this Road by the people West of The Dalles, and between The Dalles and Mosier for the reason that this Road will accommodate a larger number of persons than will the River Road and by going over Seven Mile Hill Tourists will be able to reach one of the most Scenic Points, to be found along the Columbia River, "Ortley Point". If the building of the Road over Seven Mile Hill meets with the approval of the Commission and the State will build

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the road from Hood River to Mosier, as now contemplated, we will proceed to have the survey made over Seven Mile Hill, on a grade that will meet the requirements of Tourist Travel, and we feel sure that the voters will petition for a Bond Issue and in case the same carries, we will commence and complete said road over Seven Mile Hill as soon as possible, leaving the Columbia River Highway to be built at the expense of the State at such time as the State is able to build the same.

"Please advise us as early as possible of the action of your Board regarding this matter and oblige."

After considerable discussion, the following resolution was adopted unanimously: That the minutes of October 13, 1915, reading as follows: "That \$90,000.00 or as much thereof as may be necessary for the construction of a highway between Hood River and Mosier be appropriated contingent upon Wasco County bonding itself for sufficient funds to construct the highway from Mosier to Fairbanks. One-half this money to be provided from 1916 highway fund and one-half from 1917 highway fund." be amended to read: "That \$90,000.00 or as much thereof as may be necessary for the construction of a highway between Hood River and Mosier, be appropriated, one-half of this money to be provided from 1916 highway fund and one-half from 1917 highway fund, contingent upon Wasco County bonding itself for sufficient funds to construct the highway from Mosier to Fairbanks.

"It is further agreed that Wasco County is at liberty, out of the proceeds of the bond issue, to reconstruct the highway between Mosier and The Dalles over what is known as Seven Mile Hill, said construction to be built to a grade line not to exceed 5%.

"Under no conditions does this resolution bind the Highway Commission to the expenditure of more than \$90,000.00 on this work."

A communication was read from Pine Grove Grange, No. 356, of Hood River, protesting against the action of the Commission at their meeting December 11, at which time a resolution was adopted whereby the Commission relieved itself of all responsibility for the maintenance of state roads. In this connection, the following resolution was passed unanimously:

"RESOLVED, that the State Highway Commission has never pledged itself to maintain any roads under any conditions, has never authorized any one else to make such a pledge, has never considered it advisable to maintain any of the roads which it has constructed on account of the small appropriation allotted for State road construction, which if used for maintenance purposes would soon make it impossible to do any construction work."

It was also further ordered that the State Engineer be instructed to send a copy of these resolutions to the Pine Grove Grange, No. 356, to Washington County officials and to all other officials who may be under the impression that the State Highway Commission is obligated to maintain state roads.

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There being no further business, the meeting was adjourned.

John H. Lewis
State Engineer

James Withycombe
Chairman.

G. Ed Ross
Acting Secretary

Thos. B. Kay

February 3, 1916.

A special meeting was held at 2:30 p.m. in the Board of Control room, all commissioners being present. They decided unanimously to confirm the order entered under date of October 13, 1915 providing that all contractors on State Highway work accept and come under provisions of the Workmen's Compensation Act.

No further business and meeting adjourned.

John H. Lewis
State Engineer

James Withycombe
Chairman.

G. Ed Ross
Acting Secretary

Thos. B. Kay

February 9, 1916.

The regular monthly meeting of the State Highway Commission was called in the Board of Control room at 2 o'clock, following members and employes being present:

James Withycombe, Governor, Chairman
Ben W. Olcott, Secretary of State
Thos. B. Kay, State Treasurer
John H. Lewis, State Engineer
E. I. Cantine, Chief Deputy State Engineer
G. Ed Ross, Acting Secretary

The three members of the County Court of Yamhill County presented a verbal request to the Commission that the State road running through Hillsboro to Tillamook be changed on account of excessive grades. They recommended a new location through McMinville to Tillamook. Mr. Albert of the Advisory Board informed the Commission that, in his opinion, the changing of roads as shown on the map heretofore adopted by the Highway

Commission could only be done by the Legislature. The State Engineer was directed to get a decision from the Attorney General on this point.

Mr. C. B. Woodworth of Portland urged on the Board the advisability of a definite survey of the Capital Highway between Portland and Salem. He stated that if these definite surveys and estimates of cost were made, he was satisfied that the County of Multnomah, city of Portland and counties and cities along the route would assist in constructing portions of it. No action was taken by the Commission.

A letter dated February 3, 1916, from Judge D. B. Reasoner and Model Matteson regarding the 1916 allotment to Washington County was read to the Commission. With reference to the expenditure of County funds allotted to make available contingent allotments by the State Highway Commission, it was ordered that it should be discretionary with the County Courts whether or not they turn over county funds to the State Engineer for expenditure by him.

The following resolution was unanimously adopted:

"That the State Engineer is hereby directed to have prepared a general road map of Oregon and to compile statistics showing mileage and the general condition of various classes of roads, this work to be performed so far as possible incidental to the regular work of the office, any additional expense to be charged to that portion of the 1916 administrative funds allotted for reconnaissance and bridge work.

"It is further understood that in this work the State Engineer will consult with the Advisory Board in the matter, recommending to the Legislature changes or additions in the State road map heretofore adopted by the Commission."

The following resolution was offered to the Commission:

"Chapter 146, Laws of 1915 was considered and it appearing that the State Highway Commission cannot expend in 'any one year' an amount of money in excess of 'twenty per cent of the amount raised each year under Chapter 339 of the General Laws of Oregon, 1913' in completing the Pacific Highway over the Siskiyou Mountains in Jackson County.

"Therefore, the State Engineer is hereby authorized to expend the balance from 1915 allotment in completing surveys on the Pacific Highway."

This being a legal matter, the State Engineer was directed to submit the question to the Attorney General, and if he decided that the State could not legally expend more than twenty per cent of the amount raised under Chapter 339, Laws of 1913, in any one year, then the above resolution to become effective, otherwise to be void.

Governor Withycombe was called from the meeting at this time, but before leaving expressed himself as in favor of the Highway Department making plans and specifications of Marion-Polk County bridge, in accordance with resolution following, which was adopted unanimously:

"Now come the County Courts of Marion and Polk Counties with a petition received at the office of the State Engineer, February 9, 1916, requesting the Oregon State Highway Commission to furnish detailed plans and specifications of a proposed inter-county bridge between Marion and Polk Counties, across the Willamette River at Salem,

"And by petition of the joint County Courts of the above named counties, dated November 24, 1915, requesting the Oregon State Highway Commission to supervise the erection and construction of said bridge.

"Owing to prior demands, there are no funds available in the State Road Fund for the construction of said bridge, and the Commission is unable to set aside any money for the construction of a bridge on the Capital Highway over the Willamette River at Salem,

"It appearing advisable, however, that the existing bridge be replaced in the near future, the State Highway Commission is desirous of cooperating with the County Courts of Marion and Polk Counties insofar as possible, and to that end hereby directs the State Engineer to prepare plans and specifications for such bridge and to supervise construction thereof,

"It being understood that the contract for the construction of this bridge will be let by the Counties who will assume all liabilities incident to the construction of the same under the superintendence of the State Engineer, whose services are hereby loaned to the Counties for that purpose. The State Engineer is hereby directed to proceed with such work, utilizing any funds available from allotments heretofore made for the bridge department."

A claim by Peterson & Johnson for additional compensation for work done under a contract with the County of Clatsop was read to the Commission. The State Engineer was authorized to use the balance of the miscellaneous funds left over from the 1914 appropriation and the 1916 miscellaneous fund for incidental expenses of this character.

Authority to employ Joseph Weare at \$175 per month was granted the State Engineer.

The following order was presented and passed unanimously: "That a certain contract dated February 5, 1916, signed by President W. G. Kerr for Oregon Agricultural College and by John H. Lewis, State Engineer, for the State Highway Commission, be and the same is approved this date by the State Highway Commission."

Vouchers Nos. 617 to 676 were presented to the Commission and approved.

There being no further business, the meeting was adjourned. +?

John H. Lewis
State Engineer.

G. Ed Ross
Acting Secretary.

James Withycombe
Chairman.

Thos. B. Kay

Salem, Oregon, March 8, 1916.

The meeting was called to order in the board of control room at 10:30, those present being:

James Withycombe, Governor, Chairman
Ben W. Olcott, Secretary of State
Thos. B. Kay, State Treasurer
John H. Lewis, State Engineer
W. M. Peters, Locating Engineer
G. Ed Ross, Acting Secretary

Judge Marsters and Mr. B. H. Rothermel of Glendale were present. The question arose as to whether the money allotted to Douglas County and Josephine County should be spent on the Pacific Highway in such a manner as to lead all traffic around through Glendale, or that a short cut shown on map and eliminating 4.1 miles in distance be made. After considerable discussion, the Commission resolved that the route via Glendale be ordered constructed, Governor Withycombe and Mr. Olcott voting in favor, as a matter of expediency and justice to Glendale and to be considered as a temporary road only, Mr. Kay, "No", and it was so ordered. The Commission informed Judge Marsters that the work proposed on the Pacific Highway in Douglas County was simply making a dirt grade and that they would expect the County Court of Douglas County to be entirely responsible for the maintenance and further improvement of this portion of the highway.

Mr. Will G. Steele of Medford and Mr. T. W. Allen of San Francisco, representing the Department of Agriculture, appeared before the Commission in behalf of a survey from Trail on the Pacific Highway to the entrance of the Crater Lake National Park. After considerable discussion, the following resolution was offered and unanimously adopted: "That State Engineer Lewis be authorized to cooperate with Mr. Allen in making a survey from Crater Lake to a connection with the Pacific Highway at some point in Rogue River Valley, using \$8000 of the funds heretofore allotted for work on Siskiyou Mountain, on such survey." It is understood to be agreeable to the county officials

of Jackson County that this amount of money be diverted from allotments previously made to Jackson County for Siskiyou Mountain work.

The Commission authorized the State Engineer to loan certain equipment in Clatsop County to the Counties of Clatsop and Columbia with the understanding that it was distinctly a loan and the equipment must be returned to the State when requested. They were not in favor of portions of equipment being sold.

Vouchers Nos. 237 and 677 to 728 were presented for action and passed on by the Commission.

Several communications and petitions were presented to the Commission, who authorized the State Engineer to take such action as he considered advisable.

Meeting adjourned until 2:30.

At 2:30, the meeting was called to order again in the Board of Control room and delegation from Oregon City and vicinity appeared before the Commission, recommending that certain work near Oregon City on the Pacific Highway be done. They stated that the cost of the work would be approximately \$25,000, and if the State Highway Commission could allot them \$15,000, they believed they could arrange to get sufficient funds in addition to this to make a passable road if not of standard width. The proposition presented by this delegation was received very favorably by each member of the Commission, but the lack of funds at this time made it impossible for them to take favorable action. It was suggested that the County take up the matter of a survey with the State Engineer and that he outline to them the requirements as to standards of the State Highway Department.

A delegation from Sandy appeared before the Commission to petition that funds (approximately \$3000) be furnished for the completion of a road from Sandy two miles north. It seemed rather doubtful as to whether this portion of the highway was on a regularly adopted state road, and the State Engineer was ordered to visit that vicinity with the Advisory Board at its convenience and make a report to the Commission.

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

John H. Lewis
State Engineer

James Withycombe
Chairman

A. Ed Ross
Acting Secretary

Ben W. Olcott

Thos. B. Kay

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Salem, Oregon, April 4, 1916.

The meeting was called to order in the Board of Control room at 1:30. Those present were:

James Withycombe, Governor, Chairman
Ben W. Olcott, Secretary of State
Thos. B. Kay, State Treasurer
John H. Lewis, State Engineer
G. Ed Ross, Acting Secretary

It was recommended that a road branching off from the Capital Highway directly east of McMinnville, leading through McMinnville up the Yamhill River and down the Little Nestucca, thence up the Big Nestucca, to Tillamook City be adopted as a state highway. This was taken under advisement by the Commission pending receipt of action by the joint courts of Yamhill and Tillamook Counties.

The following resolution was presented and unanimously adopted:

"RESOLVED, that the State Engineer be ordered to pay from the 1916 funds allotted by the State Highway Commission to Clatsop County various obligations against Clatsop County created in 1914 and 1915 by the Highway Department which are still unpaid and amount to approximately \$450."

The report covering the activities of the department for the month was read to the Commission. A recommendation contained therein that the services of the Chief Deputy State Engineer be dispensed with, owing to shortage of funds and the fact that two administrative heads were unnecessary under present conditions, was taken under advisement by the Commission.

There being no further business, meeting was adjourned.

John H. Lewis
State Engineer

James Withycombe
Chairman

A. Ed Ross
Acting Secretary

Thos. B. Kay

Salem, Oregon, April 24, 1916.

A special meeting of the State Highway Commission was held in the Board of Control room at 10:30 a.m. Those present were:

James Withycombe, Governor, Chairman
Ben W. Olcott, Secretary of State
Thos. B. Kay, State Treasurer
S. Benson)
J. H. Albert) Advisory Board
Leslie Butler)

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John H. Lewis, State Engineer
G. Ed Ross, Acting Secretary

A controversy with the Cowlitz Bridge Company of Portland over the rental of certain equipment under a contract with the State Highway Commission, dated June 13, 1914, was taken up and the Commission approved the payment of \$829.96 as settlement in full of this claim, which it had been ascertained would be satisfactory to the Cowlitz Bridge Company. This to be paid from the 1916 allotment of funds to Clatsop County.

The three following orders were adopted unanimously by the Commission:

"A certain cooperative agreement dated March 20, 1916, executed by T. Warren Allen for the U. S. Department of Agriculture, and John H. Lewis for the Oregon State Highway Commission, providing for certain engineering on the location of a proposed road from a point on the Pacific Highway in Jackson County to the Crater Lake National Park, is hereby approved by the Oregon State Highway Commission."

"An executed agreement, dated April 18, 1916, between the County Courts of Tillamook and Yamhill Counties, and the State Engineer, providing for cooperation between the State of Oregon and these counties for the joint expenditure of certain state and county funds for the improvement of what is known as the "Sourgrass Cutoff" is hereby approved, and the State Engineer is hereby authorized and directed to proceed with such work."

"The State Engineer is hereby ordered to proceed with construction work on that portion of The Dalles-California Highway starting near Bend, Crook County, and running south past Lava Butte for a distance of approximately 17 miles, as agreed upon by the State Engineer and the County Court of Crook County, and to enter into such contracts for the construction of this work as he may consider advisable. It is understood, however, that the state is to contribute not to exceed \$10000 for this work."

The route of the Pacific Highway through Glendale on which the allotment to Douglas and Josephine Counties for 1916 is to be expended, was approved by the Commission.

A letter from W. E. Proctor, Jr., at Bay City, Oregon, requesting what assistance Tillamook County might expect from the State Highway Commission in case they voted bonds for road construction was read.

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A telegram from the Clackamas County Court, requesting appropriation tentatively made to Wasco County, was read to the Commission. No definite action was taken on the two above matters at this time.

A letter from the U. S. Office of Public Roads and Rural Engineering, stating that they had been requested formally by Hood River County Court to furnish them the services of an engineer and inquiring as to what action the Highway Department might take in this matter, was read. The sentiment of the Commission was that there should be no action by the Highway Commission on this matter.

A new route branching off from the Capital Highway at a point east of McMinnville and running through McMinnville, Willamina, Cloverdale to Tillamook City was adopted as a state road by the State Highway Commission, this line having been recommended by both the County Courts of Yamhill and Tillamook Counties and the State Engineer.

Mr. Butler requested that the \$90,000 tentatively assigned to Wasco County be diverted to work on the Columbia River Highway between the Multnomah-Hood River County line and the city of Hood River and that if they could not procure all of this money they would like at least sufficient funds to put Ruthton Hill in better condition. He estimated the cost to be between \$32,000 and \$33,000 for this work. Mr. Benson of the Advisory Board was heartily in favor of the improvement of the Columbia River Highway from the Multnomah County line east and of using the Wasco County funds therefor, if possible. The Commission decided to hold this matter in abeyance until Wasco County's plans for bonding itself were more definitely known.

The matter of Mr. Cantine's dismissal as recommended by the State Engineer at the last meeting of the Highway Commission was presented to the Advisory Board. After discussion in which the members of the Advisory Board and the Commission expressed themselves as unanimously in favor of the retention of Mr. Cantine, the meeting adjourned.

John H. Lewis
State Engineer

G. Ed Ross
Acting Secretary

James W. Thompson
Chairman

W. M. Allen

Thos. B. Kay

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Salem, Oregon, May 9, 1916.

The regular meeting of the Commission was called to order in the Board of Control room at 2:00 p.m. Those present were:

James Withycombe, Governor, Chairman
Ben W. Olcott, Secretary of State
Thos. B. Kay, State Treasurer
John H. Lewis, State Engineer
G. Ed Ross, Acting Secretary

A delegation from Sheridan, headed by A. M. Fanning, appeared before the Commission to urge that assistance be given toward financing the paving of a mile and a half of road leading out of Sheridan. The Commission promised them that in case the money tentatively allotted to Wasco County reverted to the highway fund, that in the reapportionment of that money Yamhill County would be allotted \$5,000 for the hard surfacing near Sheridan.

The following order was read and approved unanimously by the Commission:

"The State Engineer is hereby directed to apply the State and County funds allotted for road work in Polk County, on that portion of the Capital Highway immediately adjacent to the town of Independence, and on the road leading to Salem. He is hereby authorized to proceed with construction, arranging with Mr. H. Hirschberg to advance that portion of state highway funds which are not available until after December 1st, in accordance with his offer of May 3, 1916. It is understood that no interest will be paid on money so advanced."

A request was read from citizens of Wheeler County for assistance. It was also ordered that Mr. Cantine be instructed to meet with the County Court of Wheeler County on the 22d of this month in conference regarding funds that are to be apportioned for the location of the proposed highway through the John Day country.

Vouchers Nos. 786 to 841 were presented and approved for payment.

A request was read from Wheeler County citizens that the Commission give them a definite promise as to how much of the 1917 state highway funds would be allotted to them in case they voted bonds to the extent of \$80,000. The State Engineer was instructed to report on this matter to the Commission after the proposed survey in Wheeler County had been made.

A letter from the Commercial Club at The Dalles, protesting against the reapportionment of funds tentatively allotted to Wasco

County and requesting that they be given a chance to carry out the conditions on which the allotment was made, was read. The Commission was unanimous in its opinion that this should be done.

The State Engineer was ordered to ascertain the cost of a creditable exhibit by the Highway Department at the State Fair this fall and to report to the Commission at its next meeting.

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

John H. Lewis
State Engineer

G. Ed Ross
Acting Secretary

James Withycombe
Chairman

Ben W. Olcott

Thos. B. Kay

Salem, Oregon, May 15, 1916.

A special meeting of the State Highway Commission was called in the Board of Control room at 2:45. Those present were:

James Withycombe, Governor, Chairman
Ben W. Olcott, Secretary of State
Thos. B. Kay, State Treasurer
John H. Lewis, State Engineer
G. Ed Ross, Acting Secretary

Judge H. S. Anderson and Commissioner Adam Knight of Clackamas County appeared before the Commission requesting certain surveys. After some discussion the State Engineer was ordered to make a survey in Clackamas County from Canemah to New Era, a distance of about four miles; the funds covering payment of this work to be borrowed from those tentatively allotted to Wasco County and to be replaced when the 1917 tax becomes available.

A request from the County Judge of Umatilla County for assistance on a proposed road to Pilot Rock Junction from Pendleton was presented to the Commission. As the funds for 1916 are all apportioned, an allotment to this project could not be considered at this time.

A letter from C. N. Ravlin of Hood River, stating that a serious condition would result if a survey of Ruthton Hill were not made at once, was presented to the Commission. As there were no funds available for construction work even though the survey should be made, no action was taken by the Commission.

A letter from the Spray Commercial Club was presented, requesting information as to what assistance could be given by the State in case Wheeler County subscribed money for the survey of a road with a view to its adoption as a State Road, and later advanced a large amount toward the construction of such road. The Commission was of the opinion that Wheeler County, in such case, should be given equal consideration in next year's allotment of funds, as that given other counties, which contribute toward the construction of State roads.

The action of the Commission at its previous meeting, instructing Mr. Cantine to confer with Wheeler County officials, was again discussed by the Commission with the further instructions that he report to the Commission after this conference, when the matter of survey of the entire proposed route from the Columbia River Highway to the Idaho line through the John Day country would be considered and definite arrangements made as to the method of handling this work.

John H. Lewis State Engineer
James Withycombe Chairman
G. Ed Ross Acting Secretary
Ben W. Olcott
Thos. B. Kay

Salem, Oregon, June 2, 1916.

The regular monthly meeting of the State Highway Commission was called to pass on vouchers 842 to 874, inclusive, except 972, and adjourned to take up the balance of the monthly business some time during the week of June 12.

John H. Lewis State Engineer
James Withycombe Chairman
G. Ed Ross Acting Secretary
Ben W. Olcott
Thos. B. Kay

Salem, Oregon, June 15, 1916.

The meeting was called to order in the Board of Control room at 10:00 a.m. Those present were:
 James Withycombe, Governor, Chairman
 Ben W. Olcott, Secretary of State

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Thos. B. Kay, State Treasurer
 John H. Lewis, State Engineer
 G. Ed Ross, Acting Secretary

Attorney General George M. Brown was present and read a letter to the Commission as submitted to him by Mr. Lewis under date of June 12, 1916, requesting an opinion as to certain legal points in connection with the laying of three different types of pavement in Polk County. The Attorney General stated that owing to the great importance of the question to the people of Oregon, he desired more time to look into the matter and the following order was therefore entered.

Be it resolved, that the State Engineer be and is hereby authorized to lay any or all the three types of pavement proposed, on condition that the Attorney General, after going into the matter, gives his written opinion that any or all of such types of pavement will not infringe on any patents.

Dr. O. D. Butler, H. Hirschberg and Verde Hill were present to urge the adoption by the State Highway Commission of a change in the location of the Capital Highway. The following resolution was accordingly entered:

Be it resolved, that the state road leading south of Independence be straightened so as to pass through Parker as shown on the map submitted by the State Engineer, and that such location be and is hereby adopted as a state road upon its approval by a majority of the Advisory Board.

A letter from Julius L. Meier, advocating the survey of a route up the Willamette Valley from Portland, was read to the Commission and a clipping from this morning's Oregonian on the same matter was offered by Mr. Lewis. After some discussion, the following resolution was entered.

On condition that Wasco County does not vote on bond issue for road purposes until next November, and on further condition that the State Engineer will consult and cooperate with the officials of Multnomah County and the City of Portland, the sum of \$5000 is hereby allotted for a survey of state roads leading south and west of the city of Portland, with proper connections to the city streets, the Advisory Board being consulted as to location.

Authority was granted the State Engineer to have printed one thousand copies of the road laws of the State of Oregon which he has prepared for the benefit of the County Court.

The State Engineer read his report, dated June 15, 1916, to the Highway Commission, which was ordered filed.

The following contracts which had been entered into by the State Engineer for the Highway Commission were approved by the Commission: A contract with Montague-O'Reilly Company of Portland, dated May 25, 1916, for the rental of certain paving equipment to be used in Polk County; contract dated June 6, 1916 with Arthur P. Starr, Louie C. Mascott, James N. Chitty and Joe Tito and the Counties of Yamhill, Tillamook and the State of Oregon,

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Jointly, for certain construction work in Yamhill County near Dolph; contract of the State Highway Commission with the Oregon Gravel and Contracting Company dated May 29, 1916, for the use of certain premises in Polk County. There is to be no charge for the use of said property.

The State Engineer was authorized to enter into a contract with the Oregon Gravel and Contracting Company of Independence for the furnishing of crushed rock and sand for the Polk County paving.

The State Engineer was further authorized to canvas proposals being submitted this day for contract work on Central Oregon Highway south of Bend, Oregon, and to accept or reject any or all proposals received and arrange for the immediate starting of construction work in such a manner as in his judgment will be to the best interests of Crook County and the State of Oregon.

Be it further resolved that the State Engineer be and is hereby ordered to prepare for this year's State Fair a creditable exhibit in the interests of good roads and the State Highway Department and, if possible, cooperate with Oregon Agricultural College and such counties as he may be able to interest in such exhibit.

A report to the State Engineer from J. A. Elliott, dated at Mosier, May 31, 1916, dealing with a survey in Wasco County in connection with the so-called "John Day River Route" was presented to the Commission and ordered placed on file.

A letter from S. Benson, dated June 10, requesting that the Advisory Board be allowed the services of an engineer from the Highway Department to make a trip through Eastern and Central Oregon with them, was read and Mr. Lewis was requested to delegate Mr. Cantine for this trip.

The State Engineer next called the Board's attention to the necessity of beginning surveys in John Day Valley utilizing funds contributed by the various counties. He was authorized and directed to take the matter up with the counties and proceed in the usual manner.

After a discussion as to the work of the Chief Deputy, the State Engineer was directed to assign to Mr. Cantine, such work in the department as might be available. The Chief Deputy to report direct to State Engineer.

It appearing that the cost of construction of Ramier Hill work on Columbia River Highway has exceeded the 1916 appropriation to Columbia County by approximately \$1900.00, it was therefore ordered that the State Engineer be and is hereby authorized to borrow from funds tentatively allotted to Wasco County an amount sufficient to cover this deficiency.

Vouchers for the month No. 872 and 975 to 908, inclusive, were presented for signature.

No further business coming up for consideration, the meeting on motion adjourned.

John H. Lewis
State Engineer

James Withycombe
Chairman

G. Ed Ross
Acting Secretary

Thos. B. Kay

Salem, Oregon, July 6, 1916.

The meeting was called to order at 3:00 p.m. in the Board of control room. Those present were:

James Withycombe, Governor, chairman.
Ben W. Ulcott, Secretary of State
Thos. B. Kay, State Treasurer
John H. Lewis, State Engineer
G. Ed Ross, Acting Secretary

The following resolutions were read and passed on unanimously by the members present:

A petition and order from the County Court of Coos County dated June 26, 1916, requesting the State Highway Commission to loan to Coos County the services of the State Engineer to direct the construction of roads in Coos County in accordance with the resolution of the State Highway Commission of November 11, 1915, was presented for consideration of the Commission. It appearing that a \$362,000 bond issue had been voted by Coos County "to be expended under the direction of the engineer of the State Highway Commission", and that by the above mentioned order of June 26, 1916, the County Court of Coos County agrees to pay the cost of surveys made under the direction of the State Engineer, it is hereby
ORDERED, that the services of the State Engineer be loaned to Coos County as requested to direct the expenditure of said bond issue in accordance with said order of the Commission of November 11, 1915, and to make the surveys preliminary thereto at the expense of Coos County.

Resolved, that the state engineer be authorized to enter into a contract for the quarrying of rock on the Siskiyou Mountain section as advertised under date of June 26, 1916, with H. J. Hildeburn of Portland, at \$1.18 per cubic yard for each of the three different

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sizes, the acceptance of this bid being contingent on Mr. Hildeburn being able to furnish satisfactory reference as to his financial stability and securing a bond that is acceptable.

Attorney General Brown appeared and stated that the matter submitted to him by the State Engineer's letter of June 12, 1916 involves questions of both law and fact, and that while it was within his province to advise upon questions of law, he would suggest that the State Engineer be authorized to collect the facts and to determine whether certain specifications infringed upon valid patent rights;

It is therefore ordered that the State Engineer be and he is hereby directed to lay the three different types of pavement mentioned in his letter of June 12, 1916 to the Attorney General, if the Attorney General's opinion and such investigations as he is able to make indicate that such types of pavement can be laid without violation of law.

A letter was read from Commissioner Overturf of Crook County protesting against Mr. Gantine's salary being charged against the funds allotted to Crook County. The Commission ruled that this salary be prorated over all the allotments and paid from general fund.

Vouchers Nos. 909 to 964 were approved for payment.

No further business coming up the meeting was adjourned.

John H. Lewis
State Engineer
G. Ed. Ross
Acting Secretary

James Withycombe
Chairman
Thomas B. Ray

Salem, Oregon, July 31, 1916.

The meeting was called to order by the Governor at 1:45 p.m., those present being:

- James Withycombe, Governor, Chairman
- Ben W. Clcott, Secretary of State
- Thos. B. Ray, State Treasurer
- S. Benson)
- J. H. Albert) Advisory Board
- Leslie Butler)
- John H. Lewis, State Engineer
- G. Ed. Ross, Acting Secretary

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Commissioner Harlow of Lane County and a delegation of five others from Eugene appeared before the Commission to present a tentative plan for a road leading south and east from Eugene up the Middle Fork of the Willamette River to the California line, through Klamath Falls, and running west from Eugene to the coast. It was their desire that the state take advantage of the terms of the Shackelford bill in the construction of this road. On account of lack of money at this time and with the recommendation of the Advisory Board, no action was taken.

Judge Stanton of Hood River County made a plea for the apportionment of funds which had been allotted to Wasco County for use in Hood River County on the Columbia River Highway at Ruthton Hill.

The meeting was adjourned until 4:30, when it re-convened, all members of the Commission and Advisory Board as above being present. A delegation from Portland, headed by Amos Benson, John B. Yeon and H. T. Covert presented to the Commission a plan for taking advantage of the conditions of the Shackelford bill and securing Government Aid for the road known as the Mt. Hood Loop. After much discussion by all present, and upon the recommendation and approval of the Advisory Board, it is hereby ordered that funds heretofore allotted to Wasco and Hood River Counties for construction work be re-allotted as follows:

To Hood River County \$13,000 to meet a like sum to be advanced by the Federal Government under the terms of the Shackelford bill for construction work on the Columbia River Highway between the Multnomah County line and the town of Hood River, conditioned, however, on the abandonment of the plan for surveys south and west of Portland by the committee of which Julius Meier is chairman, otherwise the above amount to be \$13,000.

To Clackamas County, the sum of \$15,000 for work between Oregon City and New Era, on condition that the County Court of Clackamas County allot not less than \$10,000 and such additional sum as may be necessary to construct a definite section of the Pacific Highway on state standards, under the direction of the State Engineer, the cost of surveys heretofore made to be deducted from said \$15,000.

To Yamhill County, the sum of \$5000 for paving a portion of the Yamhill-Nestucca Road east of Sheridan, on condition that \$5000 be allotted by the County Court of Yamhill County and an equal amount be subscribed by interested citizens and placed in a bank subject to the order of the State Engineer, for said work, which work to be constructed under the direction of the State Engineer.

The balance of said allotments to be placed in the miscellaneous fund so as to care for such over allotments as may have heretofore been made.

Vouchers Nos. 965 to 1030 were approved for payment.

JUL 31 1916

There being no further business, the meeting was adjourned.

John H. Lewis
State Engineer.

James Withycombe
Chairman.

Ben W. Olcott

G. Ed. Ross
Acting Secretary.

Thos. B. Kay

Salem, Oregon, August 2, 1916.

Those present were:

James Withycombe, Governor, Chairman
Ben W. Olcott, Secretary of State
Thos. B. Kay, State Treasurer
John H. Lewis, State Engineer
G. Ed. Ross, Acting Secretary

Special meeting was called in the Governor's office at 11:00 a.m. to further consider a form of request to be made to the Department of Agriculture to secure for the state its proportion of funds referred to in Section 8 of the Shackelford bill which is not definitely prorated to the States. Also in regard to the securing of the first installment of the other fund made available by section 6 of the Shackelford bill, which is definitely prorated to each state. Mr. Kanzler of the Portland Chamber of Commerce urged the Commission to accept and forward to the Department of Agriculture a statement which he presented for consideration. Attorney General Brown was called into conference and after considerable discussion, he was requested to confer with the State Engineer and prepare a supplemental statement to that as presented by Mr. Kanzler so that it would not appear to Government officials that the State had endorsed the Mt. Hood Loop project to the exclusion of several others which are considered to be equally worthy. The meeting adjourned until 2:30.

At 2:30 the meeting was called to order with the same members present as named above.

A document dated July 31, 1916 and supplement dated August 2, being application of the State of Oregon for aid under Federal Aid Road Act to the amount of \$335,000 was unanimously agreed upon, signed and ordered mailed to the Secretary of Agriculture, a copy of which being retained for the files of the Commission.

AUG 2 1916

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

John H. Lewis
State Engineer.

James Withycombe
Chairman.

G. Ed. Ross
Acting Secretary.

Ben W. Olcott

Thos. B. Kay

Salem, Oregon, August 8, 1916.

The members present were:

James Withycombe, Governor, Chairman
Thos. B. Kay, State Treasurer
John H. Lewis, State Engineer
G. Ed. Ross, Acting Secretary

Meeting was called to order in the Board of Control room at 2:15 p.m. Mr. Olcott being absent from the city could not be present. State Engineer Lewis read his monthly report for July to the Commission, which was ordered filed.

On invitation from L. W. Page, Director of the U. S. Office of Public Roads to the State Engineer to be present at a conference to be held in Washington, D. C. to discuss proposed uniform rules and other matters pertaining to the handling of funds recently made available by the passage of the Shackelford bill, it was considered of sufficient importance to warrant Mr. Lewis making this trip, and he was accordingly authorized to do so.

A letter from Judge Reasoner of Washington County, protesting against certain charges being levied against the Washington County allotment of \$5000, was read to the Commission. They ordered that sufficient funds be taken from the miscellaneous account to make available for work in Washington County the full amount of \$5,000.

Messrs. Harrison Allen, Larson and Ross, representing the Peterson & Johnson Company and a portion of their creditors, appeared before the Commission requesting that the \$16000 now available for work in Clatsop County be turned over to the Peterson & Johnson Company to apply on their final estimate. A letter from Clatsop County was read, requesting that this money be turned over to Clatsop County to be used for the payment of creditors of Peterson & Johnson. After considerable discussion, it was ordered that the State Engineer confer with Harrison Allen and the Clatsop County Court and endeavor to agree upon the proper disbursement of these funds. It was further ordered, however, that no payment be made until specifically authorized by the State Highway Commission.

AUG 8 1916

Salem, Oregon, September 11, 1916.

The Commission approved the proposition submitted by Mr. S. S. Montague, and authorized the State Engineer to prepare and execute an agreement with the Montague-O'Reilly Company of Portland, Oregon, wherein said company agrees to supervise all details in connection with the assembling of men and materials, operation of paving plant, preparation of road bed and laying of a finished road pavement in the vicinity of Independence for five (5) cents per square yard of pavement laid under the direction of the State Engineer.

A contract, dated July 28, between the State Highway Commission and the County of Lane, covering the expenditure of \$5000 by the State and an equal amount by the County on the Pacific Highway, was ratified by the Commission.

Mr. C. O. Garrett of Glendale appeared before the Commission urging that a certain road connection be made with the Pacific Highway which is now being constructed via Glendale which road would provide a short cut for many of the farmers who must cross Stage Coach Gulch between Wolf Creek and Cow Creek and obviate the necessity of traveling through Glendale. After discussion, the Commission ordered that remaining funds after completion of construction of the present road be applied to this short cut, conditioned, however, on the residents benefited or the County officials securing the necessary right of way for this construction without cost to the State and in time to permit the construction of this loop immediately on completion of the present work.

Mr. C. McKillip and C. E. Cross, of Hebo, appeared before the Commission protesting against the adoption of the Yamhill-Nestucca road as a State Highway. They stated that 95% of the taxpayers in that county were opposed to this route. These gentlemen were advised to prepare a petition to present to the Advisory Board showing this condition.

Vouchers Nos. 1032 to 1080 except 1068, 1070, 1071, 1073, 1074, 1077, 1078 were passed through for payment.

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

John H. Lewis
State Engineer.
James Withycombe
Chairman.
Thos. B. Kay
G. Ed Ross
Acting Secretary.

AUG 8 1916

Meeting called to order in Board of Control room at 3:15 p.m.
Those present were:

- James Withycombe, Governor, Chairman
- Ben W. Olcott, Secretary of State
- Thos. B. Kay, State Treasurer
- John H. Lewis, State Engineer
- G. Ed Ross, Acting Secretary

Vouchers Nos. 1081 to 1193, inclusive, and Nos. 1068, 1070, 1071, 1073, 1074, 1077 and 1078 except Nos. 1190 were passed through for payment.

Judge Marsters of Roseburg requested that the balance of the allotment of \$25,000 to Douglas and Josephine counties for construction work on the Pacific Highway leading out of Glendale be utilized in graveling this newly constructed road. The commission were agreeable to this program and directed the State Engineer to proceed with the work if satisfactory to Josephine County, otherwise remaining funds from this work to revert to Josephine County.

Mr. Hirschberg of Independence appeared before the commission asking assistance in the construction of that portion of the Capital Highway leading from Independence to Corvallis. His plan was for Polk County to contribute \$15,000, the state \$15,000 and the Government \$30,000. Commission did not believe it policy to commit itself to such a program at this time. He then presented the plan of the County advancing \$15,000 to be used by the state in securing an equal amount from the Federal Government.

Being advised by the State Engineer that a survey was necessary before a project statement was submitted, Mr. Hirschberg suggested that the \$5,000 heretofore allotted for Willamette Valley surveys be used. He was accordingly directed to take the matter up with Mr. S. Benson and Julius Meier regarding the disposition of a tentative allotment of \$5000 for surveys out of Portland up the Willamette Valley and come to some understanding with these gentlemen as to what should be done with this fund, and advise the State Engineer. The survey to be made if agreeable to the committee.

The following order was entered unanimously:

The State Engineer is hereby directed to cooperate with the local representative of the U. S. Office of Public Roads and the District Forester in preparing a comprehensive plan for the highway development of the state under Section 6 and Section 8 of the Federal Aid Road Act, the expense thereof to be paid from the Miscellaneous fund of the department.

Judge Anderson and Commissioner Knight of Clackamas County appeared before the Commission to urge immediate expenditure of the \$15,000 recently allotted their county by the Commission on the road between New Era and Oregon City.

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In view of the fact that the County could not at this time contribute the \$10,000 heretofore agreed to be put up, and that money expended on this work this winter would not be recognized by the Government in the distribution of its funds on the dollar for dollar basis, the State Engineer recommended that this work be deferred until such time as the Highway Commission could present it to the Government as a cooperative project. This appeared to the Commission to be logical and it was so ordered. The State Engineer was directed to secure the necessary order from the County Court so that this project can be properly presented for Federal Aid.

Mr. Jesse Edwards of Newberg appeared before the Commission requesting assistance on that portion of the Capital Highway near Newberg on which the County Court of Yamhill County is now expending about \$6,000. As explained by Mr. Edwards after this contemplated improvement is completed, there will still be an 8 per cent grade on a very heavily traveled trunk road. He urged that the Commission by allotting \$3,000 to this work could reduce the grade at the bottom to about 5 $\frac{1}{2}$ or 6%. State Engineer was ordered to investigate conditions and report to the Commission his recommendations.

Judge Dodson of Yamhill County made a plea to the commission for assistance by both the state and Government on a hard surfacing project near Sheridan, to which the state has previously apportioned \$5,000, on condition that \$5,000 in addition be supplied by the County Court, and an equal amount by the local property owners. The State Engineer was directed to present this project to the Government officials with the recommendation of the commission, making the necessary additional surveys therefor from the miscellaneous fund.

Mr. Stewart of Lincoln County appeared before the Commission requesting assistance on a road from Newport to Falls City as an outlet for their people to a trunk line. No action was taken on this project at this time.

A delegation from Klamath Falls appeared before the Commission and urged that a trunk line from Klamath Falls to Eugene and from thence to Florence on the Pacific Coast be included in the State Highway Commission's road program. On account of the sparsely settled territory this road would tap and the lack of funds, also the fact that the proposed branch from the Pacific Highway at Trail toward the Crater Lake National Park would partly cover this territory, it was considered inadvisable to consider this project seriously at this time.

The Lane County Grange sent a written statement to the Commission endorsing that portion of the above road from Eugene to Florence.

Thielson & Roland reported that second premium on bond carried by E. I. Cantine, Chief Deputy State Engineer, was past due. Commission decided it was unnecessary to carry this bond another year.

In view of the fact that the commission had some time ago pledged itself to assist Coos County in its road building program, providing it voted bonds, the State Engineer requested authority to make a survey of a line from the Pacific Highway, probably at Roseburg, to connect with their interior system of roads in the vicinity of Marshfield so that the project could be presented to the Federal Government for aid thus relieving state funds to this extent. The Commission was of the opinion that this authority should not be granted at this time.

The following order was entered:

If found that work in Folk County can be closed to better advantage to the State by continuing beyond the funds heretofore allotted for this work, the State Engineer is hereby authorized to pay for such extra work out of the miscellaneous fund.

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

John H. Lewis
State Engineer

G. Ed Ross
Acting Secretary

James Withycombe
Chairman

Chas. B. Kay

Salem, Oregon, September 19, 1916.

A special meeting of the State Highway Commission was held in the office of the Governor at 11:45 A. M. Those present were:

James Withycombe, Governor, Chairman
Ben W. Olcott, Secretary of State
John H. Lewis, State Engineer
G. Ed Ross, Acting Secretary

Mr. Kay being absent from the city could not attend.

It was ordered that the equipment now in Clatsop County which belongs to the State Highway Department be assembled and stored at some convenient point of shipment.

A letter from Julius Meier, regarding a certain survey up the Willamette Valley, was read and the following order entered:

That the Commission authorizes the expenditure of not to exceed \$1500 for a survey under the direction of the State Engineer, locating the Capital Highway from Independence to Corvallis on con-

dition that Mr. H. Hirschberg be responsible for the raising of the additional funds necessary for the completion of this survey.

The State Engineer reported that construction work under way near Newberg by the Yamhill County Court had been investigated and it was his opinion that the expenditure of \$3000 additional would not reduce the maximum grade to less than about 7½% and that under the conditions prevailing there, he would not recommend expenditure from the state road funds on this work.

The following order was also entered:

It being found that approximately \$3000 still remains from that portion of the allotment made to Josephine County after the completion of a section of the Pacific Highway near Glendale, the State Engineer is hereby authorized to use this balance on the Pacific Highway in Josephine County.

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

John H. Lewis
State Engineer

G. Ed Ross
Acting Secretary

James Withycombe
Chairman

Ben W. Olcott

Salem, Oregon, September 28, 1916.

Meeting of the State Highway Commission was held at 9:45 A. M. in Room 316. Those present were

Hon. James Withycombe, Governor, Chairman,
Hon. Ben W. Olcott, Secretary of State,
Hon. Thos. B. Kay, State Treasurer,
Hon. John H. Lewis, State Engineer,
G. Ed Ross, Acting Secretary.

A letter from Crook County with five petitions for aid on the Shackelford Bill, Section 8, was presented to the Commission. It appearing that this matter should first be approved by the Forest Service, the State Engineer was directed to submit the same for action by that department.

A similar petition from Morrow County was read and the same action was taken on this matter.

A petition from Josephine County, requesting Federal aid on a road from Grants Pass to Crescent City and from Grants Pass to the Josephine County Caves also one in the north end of the county was read

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the Commission, who desired to hold this matter in abeyance until the next meeting.

A letter from Logan Waller Page, Director of the U. S. Department of Public Roads and Rural Engineering, requesting that a tentative five year program for road building in the State of Oregon be prepared as soon as possible and presented to his office, was read and the State Engineer directed to attend to this matter at his early convenience.

A tentative resolution was offered for the adoption of the Commission, which provided for certain construction work in Columbia County on the Columbia River Highway and other work in Hood River county at Ruth-ton Hill; the work to be done immediately, the funds to be advanced by S. Benson and the work to be under the supervision of J. B. Yeon of Portland. The State Engineer gave a written opinion, dated September 28th, as to his views of the legality of this procedure. After some discussion he was ordered to present the legal questions raised to the Attorney General for decision.

It was further ordered by the Commission that certain location surveys contemplated along the John Day route from the Columbia River Highway to Ontario, going through Baker and Malheur Counties, be financed by the State Highway Commission. It was estimated that the cost in each of the counties, Baker and Malheur, would be about \$1500.

H. J. Overturf, County Commissioner of Crook County appeared before the Commission requesting that \$2,000 more be appropriated for work on The Dalles-California Highway south from Bend. On condition that the County Court of Crook County guarantee the State Highway Commission that they will cinder a sufficient length of this stretch of road to thoroughly try out the worth of the cinders to be found in large quantities along this route as a road surfacing material, he was allowed the \$2,000 for immediate use.

A delegation from Sherman County appeared before the Commission requesting assistance in the construction of a concrete bridge across the Deschutes River at its mouth, connecting Sherman and Wasco Counties on the Columbia River Highway. After some discussion, the Commission ordered that the State Engineer should spend not to exceed \$1,000 in making borings at the contemplated bridge sites to determine the fitness of the foundation for a concrete structure and that he prepare plans, specifications and estimates of cost of such structure.

Mr. R. B. Murdock, Roadmaster of Coos County appeared before the Commission and requested that funds be made available at once for a survey by the State Engineer, through the mountain section between Myrtle Point and Roseburg, thus connecting up the Pacific Highway with the road system now being constructed in Coos County. It was believed that \$5,000 would be sufficient to make this survey and the Board accordingly approved the project to this extent, and ordered that the survey be made as requested.

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

John H. Lewis
State Engineer

James Withycombe
Chairman

A. Ed Ross
Acting Secretary

Ben W. Olcott

Thos. B. Kay

Salem, Oregon, October 20, 1916.

A meeting of the State Highway Commission was held in the Governor's office at 10:00 A. M., those present being:

James Withycombe, Governor, Chairman
Ben W. Olcott, Secretary of State
A. Ed Ross, Acting Secretary

Thos. B. Kay, State Treasurer, and John H. Lewis, State Engineer, being absent from the city could not be present.

Judge Morsters from Roseburg appeared before the Commission, regarding a proposed survey from Roseburg to Myrtle Point. He informed the Commission that Douglas County had already made a survey of this proposed route from Gamas to the Coos County line and the County had begun a year ago a construction program on this particular route which was being carried on as rapidly as funds became available. Judge Morsters stated that he would be very glad to present to the Commission all notes and other data obtained by this survey which he believed would do away with the necessity of making an additional survey of this route such as had been proposed. The members of the Commission present decided to bring this subject up for discussion at the next meeting of the Commission when the full membership would be present.

There being no further business, the meeting was adjourned.

A. Ed Ross
Acting Secretary

James Withycombe
Chairman
Ben W. Olcott

OCT 20 1916

Salem, Oregon, October 11, 1916.

Meeting of the State Highway Commission was held at 2:00 P.M. in the Board of Control room of the Capitol Building, those present being:

James Withycombe, Governor, Chairman
Ben W. Olcott, Secretary of State
Thos. B. Kay, State Treasurer
John H. Lewis, State Engineer

A delegation from Lane County composed of Hon. H. L. Bown, County Judge, and M. H. Harlow, Commissioner, also W. J. Adams of Eugene, appeared before the Commission to urge cooperation with Lane County in the making of a survey from Eugene to the coast, which road it is proposed will serve also as an outlet for Coos Bay traffic to the Willamette Valley and Portland.

Mr. R. E. Jennings of Marshfield appeared on behalf of Coos County requesting that state funds heretofore allotted to Coos County for surveys be used in locating a connecting link between Coos County's road system and the proposed Florence-Eugene road. He presented telegrams from the Portland Excursion Delegation, the Umpqua Chamber of Commerce, the North Bend Chamber of Commerce, the Good Roads Association of Coos County and Portland Chamber of Commerce in support of his request. He pointed out that only four miles of road must be built in Lane County and six miles in Douglas County in order to afford a passable road to Eugene and Portland over a low divide, which road would be 45 miles shorter than the present outlet to Eugene from Coos Bay. Mr. Adams explained that more funds were raised this year for road purposes in this Eugene-Florence district than in any other section of Lane County and that they expected to complete a passable road to Florence next year.

Commissioner Harlow on behalf of the County Court explained that \$4000 of district funds would be diverted for a survey between Florence and Eugene if the Highway Commission could furnish an equal amount which in connection with \$5000 heretofore allotted to Coos County would complete a survey between Coos County road system and the Willamette Valley. After much discussion, it was ordered that further action with reference to Coos County surveys be suspended until this matter can be submitted by the State Engineer to the members of the Advisory Board for their recommendation. In view of the necessity for early action so that surveys can be made before the winter season, the Commission does hereby request that Mr. Amos Benson act in place of Mr. S. Benson, in view of the absence of the latter from the State of Oregon.

A petition from residents of Lake Creek Valley, Lane County and the Triangle Range, containing sixty-one names, was presented, urging construction on the Florence-Eugene-Klamath Falls highway and was ordered placed on file.

A letter from O. S. Phelps to Mr. Olcott, with reference to the same road was also presented and filed.

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Mr. Harrison Allen appeared before the State Highway Commission and explained that the County Court of Clatsop County had entered an order directing the State Highway Commission to pay to Peterson & Johnson \$16000 of funds heretofore allotted to Clatsop County and voucher for such amount was accordingly approved.

Mr. B. J. Finch of the U. S. Office of Public Roads, representing the U. S. Forest Service, presented a number of petitions by counties requesting cooperation of the United States under section 8 of the Shackelford Bill. After full discussion of the matter, it was ordered that the State Engineer notify the Secretary of Agriculture that the State Highway Commission does hereby approve all of said petitions for cooperation with the recommendation, however, that preference for construction be given to those projects which form links in the proposed system of state highways in the order as hereafter described:

1. Highway from Portland to the California line.
2. Seaside to Ontario via Fossilton, La Grande and Baker.
3. Portland to Ontario going south of Mt. Hood and up the John Day River.
4. Roseburg to Trail via Tillier.
5. The Dalles to Klamath Falls.
6. Florence through Eugene to a connection with the John Day route near Mitchell.
7. Bend to Lakeview.
8. The Coast route, Seaside to California line.
9. Eugene to Klamath Falls.

A letter to Governor Withycombe by R. R. Miller, urging the state to take action to eliminate the toll road in Tillamook County which blocks the outlet to the Willamette Valley for citizens of Northern Lincoln County, was presented. The State Engineer was directed to investigate and report what assistance, if any, the state could render in the matter.

Vouchers 1190 and 1194 to 1301 were approved for payment.

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

John H. Albert
State Engineer

G. Ed Ross
Acting Secretary

James Withycombe
Chairman.

Ben W. Olcott

Thos. B. Kay

Salem, Oregon, November 2, 1916.

The meeting of the State Highway Commission was called to order in the Board of Control room at 10:30 A. M. Those present were:

James Withycombe, Governor, Chairman)) State Highway Commission
Ben W. Olcott, Secretary of State)	
Thos. B. Kay, State Treasurer)	
Amos Benson acting for S. Benson)) Advisory Board
J. H. Albert)	
Leslie Butler)	
John H. Lewis, State Engineer)	
G. Ed Ross, Acting Secretary	

Delegations from Coos and Lane Counties appeared before the Commission requesting an appropriation of funds for the survey of a proposed highway from Eugene to Marshfield via Florence. A delegation from Myrtle Point in Coos County and from Douglas County appeared before the Commission urging that consideration be given a survey and improvement of the road from Roseburg to Coos Bay via Myrtle Point.

The meeting adjourned at 12:00 o'clock. At 1:30, the members of the Highway Commission, Advisory Board, State Engineer and Acting Secretary reconvened in the Governor's office.

The Advisory Board and members of the Highway Commission voted unanimously that the \$5,000 heretofore allotted for surveys from Roseburg to Myrtle Point be used in survey and improvement work under the direction of the State Engineer between such points in cooperation with Douglas and Coos Counties. In addition to this, \$4000 was appropriated to be expended under the direction of the State Engineer for a survey of the proposed highway from Eugene to Marshfield via Florence on condition that Lane County put up an equal amount and with the understanding that the State Engineer might possibly secure other cooperation in the making of this proposed survey, such as from the U. S. Forest Service. It is further understood that these funds will be applicable for use on any part of the survey outside of Lane County if found necessary.

In view of the fact that S. Benson is now financing certain construction work on the Columbia River Highway in Columbia County for which the State Highway Commission desires to reimburse him to the extent of \$15,000, Mr. Kay was requested to get an opinion from the Attorney General as to the method of procedure necessary for the Commission to take in order to make this refund to Mr. Benson.

The State Engineer was ordered to make up a budget for the biennial period 1917-1918 for the Highway Department on the basis of one-quarter of a mill tax for road purposes.

In response to an invitation from the Director of the Office of Public Roads and Rural Engineering, dated October 26, and on recommendation of the State Engineer, the Commission authorized a trip to Washington, D. C.

by Professor S. H. Graf to participate in a convention of road material testing engineers of the various highway departments in the United States, on the understanding that the Highway Commission were only to pay his travelling expenses on this trip.

The matter of a survey from La Grande to Fendleton was presented to the Commission with a request that they cooperate with Union and Umatilla Counties in this work. Inasmuch as the counties agreed to pay all expenses, pending a decision by the State Highway Commission, the State Engineer was directed to proceed with the survey. Decision as to the matter of allotting state funds for cooperation with these counties was postponed until the next regular meeting of the Commission.

On petition from the County Court of Sherman County, requesting that soundings be made at a bridge site across the John Day River between Gilliam and Sherman Counties at McDonald's Ferry and on advice from the State Engineer that he believed these soundings and those which were recently ordered on the Deschutes River would not cost more than the allotment made for the Deschutes River soundings, the Commission ordered that the work be done.

A letter from L. L. Thornton of Amity, requesting certain routes to be designated as state highways, was presented to the Commission but no action was taken at this time.

Vouchers Nos. 1302 to 1390, except 1375, 1376, 1377, 1391, 1393, 1394, 1395, 1396, 1398 were passed.

There being no further business, the meeting was adjourned.

John H. Lewis
State Engineer
G. Ed Ross
Acting Secretary
James Withycombe
Chairman
Ben W. Olcott
Thos. B. Kay

Salem, Oregon, November 17, 1916.

A special meeting of the Highway Commission was held in State Treasurer Kay's office at 9:15 P. M. Those present were:
James Withycombe, Governor, Chairman
Ben W. Olcott, Secretary of State
Thos. B. Kay, State Treasurer
G. Ed Ross, Acting Secretary

A delegation from Dufur, Wasco County, consisting of Messrs. Johnson, Ingalls, Richards and Dodge appeared before the Commission.

They stated that \$135,000 of the recent bond issue by Wasco County was to be expended from The Dalles south through Dufur, Tygh Valley and to the county line, and urged that a portion of the Government money be used to match theirs on that portion of the Dalles-California Highway, from Dufur eight miles south. The Commission explained to them that as they understood them, the rules issued for handling the Federal money in this state provided for first aid to the Pacific and Columbia trunk highways before attempting improvement on branch lines and it would probably be impossible to take up this project this year. The delegation were advised to stop on their return home and confer further with Mr. B. J. Finch of the Forest Service in regard to this matter.

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

James Withycombe
Governor
Ben W. Olcott
G. Ed Ross
Acting Secretary
Thos. B. Kay

Salem, Oregon, November 22, 1916.

A special meeting of the Highway Commission was held at 2:15 in the Board of Control room, those present being:

James Withycombe, Governor, Chairman
Ben W. Olcott, Secretary of State
Thos. B. Kay, State Treasurer
John H. Lewis, State Engineer.
G. Ed Ross, Acting Secretary

Mr. A. F. Beals appeared before the Commission with a request that the present route of the Yamhill-Nostucca road as adopted by the State Highway Commission be left unchanged. The Commission informed him that the route of the road as adopted was considered a settled matter. Mr. Beals also presented a petition signed by two members of the County Court requesting \$15,000 or whatever other sum the Commission might be able to appropriate for work on this route next year. He was informed that the Commission had agreed on a policy of not promising allotments from next year's road funds in view of the doubt as to whether there would be any such fund available in 1917.

A letter from Mr. O. W. Taylor of Portland was read requesting a date when he and a committee of four others might meet the Commission. Monday, November 27, at 2:00 P.M. was the date set for this meeting.

The matter of paying H. J. Hildeburn all due him on a contract he has with the Commission for work on the Pacific Highway in the Siskiyou Mountains, was presented to the Commission for action. Mr. Hildeburn, through a series of unfortunate circumstances, was unable to complete his work within the time limit in the contract. In view

of the fact that he will start early next spring on the work and that the state will not suffer material loss on account of this delay, the Commission agreed to allow him all funds due, except 10% which will be held until the completion of the contract.

The State Engineer having worked out certain standards for bridge construction, also a field manual and a manual of accounting, all of which are considered of value to county and other officials interested in road work, authority was granted for the printing of these manuals. The cost of same is not to exceed \$500.

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

John H. Lewis
State Engineer.
G. Ed Ross
Acting Secretary.
James Withycombe
Governor.
Ben W. Olcott
Thos. B. Kay

Salem, Oregon, November 27, 1916.

A special meeting of the State Highway Commission was held in the Board of Control room at 2:00 P. M. Those present were:

- James Withycombe, Governor, Chairman
- Ben W. Olcott, Secretary of State
- Thos. B. Kay, State Treasurer
- John H. Lewis, State Engineer
- G. Ed Ross, Acting Secretary

A sub-committee of the Oregon Good Roads Committee on Highway Commission and Engineer, consisting of O. W. Taylor, Chairman, C. H. Fisher, B. S. Leedy, G. E. Gratke, appeared before the Commission seeking information and advice to assist their general committee in framing up practicable road legislation, with a view to preparing a bill for the action of the next Legislature. The recommendation of the Commission was unanimously in favor of the present Commission being relieved of duties connected with the highway development and a new non-salaried highway commission, appointed by the Governor, being selected to handle this important work.

After considerable discussion by all present, the meeting was adjourned.

John H. Lewis
State Engineer
G. Ed Ross
Acting Secretary
James Withycombe
Chairman
Ben W. Olcott
Thos. B. Kay

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Salem, Oregon, December 11, 1916.

The regular monthly meeting of the State Highway Commission was held in the Board of Control room at 9:45 A. M., those present being:

- James Withycombe, Governor, Chairman
- Thos. B. Kay, State Treasurer
- John H. Lewis, State Engineer
- G. Ed Ross, Acting Secretary

Mr. Olcott was absent from the state and could not attend.

On account of two rooms in the south wing on the third floor of the Capitol now occupied by the State Highway Department being soon required by legislature, authority was granted to the State Engineer to rent a room from Willamette University for this purpose, rental to be \$20 per month.

A petition from Curry County, requesting that the Commission recommend to the Government as a unit of the proposed state highway system, the wagon road up the Rogue River in Curry County, was placed before the Commission for action. In view of the fact that the selection of roads to form the state highway system would in all probability be taken care of by the next legislature, it was deemed inadvisable to take action at this time.

A map showing a tentative plan for a state highway system was approved by the Commission with the understanding that a route be shown from Portland to Eugene up both sides of the Willamette River.

Authority was granted for expenditures from the Miscellaneous fund for the preparation of project statements for submission to the Federal Government for work on the Ruthton Hill, Sheridan and Oregon City projects, for completion of the Douglas County surveys, and for miscellaneous work in Coos County in supervising Coos County plans and specifications and construction with county bond money, and similar items of expense.

On request of Charles Hall, President of the Coos County Good Roads Association, the State Engineer was instructed to inform him that when the proper time came for definite allotments of road funds, that he would be notified.

Authority was granted for the printing of 1500 biennial reports of the Highway Department, covering the period to November 30, 1916.

A letter from the Secretary of Agriculture, dated November 23, 1916, requesting a definite statement as to what preparation Oregon was making to take advantage of Federal assistance on road construction, was read to the Commission. The State Engineer was instructed to prepare a statement to the Secretary to the effect that while it was necessary for the legislature to act on this matter, there was no doubt that adequate means would be provided for the required cooperation between the State and the Government to the end that Oregon should utilize all of the

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