

Salem, Oregon,

January 9, 1915.

A meeting of the State Highway Commission was held at 11 o'clock A.M., all members being present.

The following communication from A. S. Benson and J. B. Yeon was read and placed on file.

Portland, Oregon,  
January 2, 1915.

Oregon State Highway Commission,  
Salem, Oregon.

Gentlemen:

I notice there is some complaint in Columbia County against Major Bowlby, and, as quite a heavy tax-payer, I wish to state my views regarding him and his work.

I have come in contact with him and his men a great deal during the past year, and the business-like manner in which he has handled the different road and bridge propositions has made a great impression on me. As to his honesty there can be no question.

The most important thing in building roads is to get a proper location, and to do the necessary surveying, to find where not to build the roads, costs money.

This is probably the first time in Oregon that highways have been built and an accurate account kept of their cost. I do not doubt that if the people knew accurately what some of the roads have cost in the past, it would open their eyes. I feel sure that the bridge policy which Major Bowlby has inaugurated will be the means of saving to the different counties in Oregon more money each year than all his surveying put together will cost.

Major Bowlby has his heart and soul in the road work and has the ability and honesty, and I would consider it a great mistake to remove him now before he has the opportunity to demonstrate his worth.

Yours respectfully,

(Signed) A. S. BENSON

J. B. YEON.

JAN 9 1915

Attached to this letter was the following newspaper item:

"Rainier, Oregon. Dec. 31. (Special) In an interview here today, Judge Clark flatly denied the reports as published by several leading papers of the state last Tuesday, to the effect that resolutions were adopted last Tuesday, at the budget meeting at St. Helens, to dispense with the services of Engineer Bowlby.

While the resolutions were read before the budget meeting there was no motion made for its acceptance or rejection, and I cannot see why such erroneous reports were furnished to these papers unless it was to give Engineer Bowlby and the State Highway Commission a slap. The resolution in question, said Judge Clark, was not made out to the County Court, or to the budget meeting, but was made to and adopted by the Columbia County Tax Payers League at their last meeting in St. Helens.

The Columbia County Tax Payers League is composed chiefly of those people in the upper part of Columbia County who opposed the bond issue, and they are not by any means the representation of the people of the county.

It is the general opinion of the people of the lower part of the county that if the State Highway Engineers had run the Columbia River Highway through St. Helens instead of Houlton, Engineer Bowlby and the Commission would not have been criticised for their work.

Documents and reports on file are insignificant in comparison with the magnitude of the work."

The following is a list of the vouchers presented at the January 9th meeting. These were approved.

<u>Number</u>	<u>Name and Address</u>	<u>Amount</u>
617	N.W. Long Distance Tel. Co.	14.25
693	Coast Culvert & Flume Co.	11.11
776	Salem Electric Company	21.80
784	Union Meat Co.	243.48

JAN 9 1915

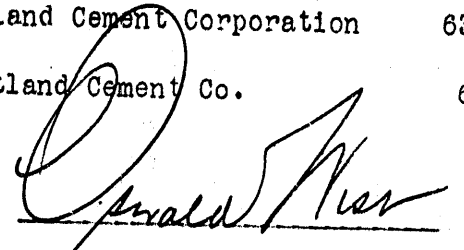
<u>Number</u>	<u>Payee and address</u>	<u>Amount</u>
787	Norval D. Smith	4.44
788	Isaac Pitman & Sons	2.22
789	Astoria Fuel & Supply Co.	46.73
790	Wm. Gadsby & Sons	18.80
791	Honeyman Hardware Co.	9.48
792	Fobes Supply Co.	16.35
793	Portland Flouring Mills Co.	23.00
794	Fields Oil & Grease Co.	2.50
795	Warrenton Transfer Co.	29.75
796	Weinhard-Astoria Hotel	28.50
797	Svenson's Book Store	3.00
798	R. W. Kessell	18.76
799	Spokane, Portland & Seattle Ry. Co.	4.60
800	Warrenton Transfer Co.	12.75
801	Pacific Iron Works	9.75
802	R. W. Kessell	6.00
803	Spokane, Portland & Seattle Ry. Co.	.60
804	Pacific Telephone & Telegraph Co.	3.55
805	The J. K. Gill Co.	56.89
806	Pacific Hardware & Steel Co.	6.20
807	The Barthold-Barg Co., Inc.	23.67
808	Henry L. Bowlby - Wasco-Biggs P/R	436.94
809	Contractors' Equipment Co.	35.67
810	James Brown	4.25
811	The J. K. Gill Co.	5.24
812	The Barthold-Barg Co.	2.53

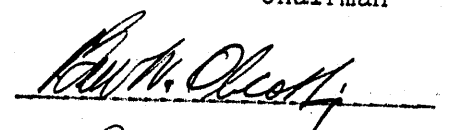
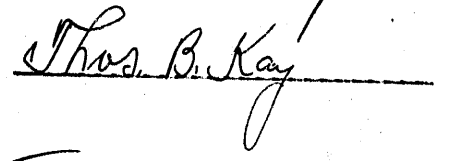
JAN 9 1915

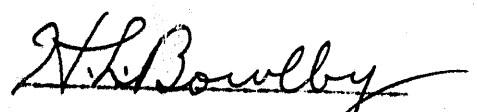
<u>Number</u>	<u>Payee and address</u>	<u>Amount</u>
813	Postal Telegraph-Cable Co.	1.60
814	The Western Union Telegraph Co.	2.24
815	Toft & Co.	59.52
816	Union Oil Co. of California	5.95
818	O. A. Weisgerber	17.50
819	Union Meat Co.	125.63
820	Twohy Bros.	77.14
821	Northwestern L.D. Telephone Co.	14.60
822	Oregon Electric Ry. Co.	2.13
823	Oregon Trunk Ry.	5.00
824	Oregon Trunk Ry.	5.00
825	August Huckestein	60.00
826	L. W. Metzger	125.00
827	U. S. Attix	110.00
828	Elizabeth Corbett	70.00
829	Kathryn Jahn	85.00
830	C. W. Walls	102.40
831	R. R. Clark	126.35
832	Bridal Veil Lumbering Co.	11.10
833	C. H. Purcell	252.74
834	Patton Bros.	11.10
835	G. B. Richmond	55.65
836	The Pacific Tel. & Tel. Co.	28.70
837	Great Northern Express Co.	1.11
838	H. E. Newell	184.69
839	Martha Case	103.23
840	Henry L. Bowlby	303.05

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<u>Number</u>	<u>Payee and address</u>	<u>Amount</u>
841	Oregon Electric Ry. Co.	50.00
842	L. Griswold	200.00
843	Kilham Stationery & Printing Co.	19.50
844	Pacific Tel. and Tel. Co.	8.65
845	The Barthold-Barg Co., Inc.	13.75
846	G. B. Richmond	150.00
847	J. H. Moore	60.97
848	R. Klein	110.71
849	H. R. Trevor	100.00
850	H. R. Trevor	20.29
851	L. Griswold	65.42
852	W. P. Butler	150.00
853	Akeson & Blomquist	5658.23
854	Frank A. Kittredge	175.00
855	Holman Fuel Company	36.37
856	Standard Portland Cement Corporation	6308.75
857	Riverside Portland Cement Co.	674.92

  
 Chairman

  
 State Highway Engineer.

Salem, Oregon,  
 Friday, Jan. 29, 1915.

A meeting of the State Highway Commission was held at 9:15 A.M., all members being present, the members at this time being, James Withycombe, Governor, Ben W. Olcott, Secretary of State, and Thos. B. Kay, State Treasurer.

The matter of constructing the section of Columbia Highway in Hood River County around Mitchell's Point was under consideration. On July 13, 1914, the State Highway Commission adopted a resolution to the effect that it was the intention of the Highway Commission to spend fifty thousand dollars in 1915 on the construction of that section of the Columbia Highway around Mitchell's Point in Hood River County on condition that Hood River County would expend seventy-five thousand dollars in the construction of the gaps between the existing stretches of county road from the Multnomah County line to Hood River City.

It was the opinion of the members of the Commission that the work could be done more cheaply at this time on account of the unemployed situation, and that it was desirable to start the work as early as possible in order to have the road open for the summer traffic. Mr. S. Benson, of Portland, was represented by his attorney, Mr. E. E. Coovert. In order to facilitate the financing of the work at this time, Mr. Benson agrees to advance fifty thousand dollars or as much thereof as may be necessary until the money in the

State Road Fund is sufficient to handle the work. The method of financing the contract is to be as follows: Mr. Benson agrees to purchase the contractor's monthly estimates at par, for cash, until such time as the estimates can be paid direct from the State Road Fund. When the amount of money in the State Road Fund is sufficient, the Highway Commission agrees to take up the contractor's estimates that have been purchased by Mr. Benson, and reimburse him from the Road Fund.

The State Highway Engineer was directed to prepare the plans and specifications and start advertising for bids at the earliest possible date, - bids to be opened March First.

In case the present laws are changed so as to prevent such expenditure, the proceedings will be dropped and the contract not entered into.

*James H. Thye*  
Chairman.

*W. P. Butler*

*Thos. B. Kay*

*H. L. Bowlby*  
State Highway Engineer.

Salem, Oregon,

February 10, 1915.

A meeting of the State Highway Commission was held at ten o'clock A.M., all members present.

Minutes of the previous meeting were read and approved.

The following vouchers were approved:

<u>Number</u>	<u>Payee</u>		<u>Amount</u>
860	U. S. Attix	Salem	113.85
859	D. Beckwith		16.13
861	Henry L. Bowlby	Salem	250.00
862	W. P. Butler	Salem	151.14
863	Martha Case	Salem	102.31
864	R. R. Clark	Portland	157.91
865	Elizabeth Corbett	Salem	56.45
866	Jennie Grace Green	Salem	21.00
867	L. Griswold	Portland	249.60
868	Kathryn Jahn	Salem	85.00
869	F. A. Kittridge	Medford	175.00
870	L. W. Metzger	Salem	125.00
871	H. E. Newell	Salem	178.89
872	C. H. Purcell	Salem	219.12
873	G. B. Richmond	Portland	208.40

<u>Number</u>	<u>Name of Payee</u>	<u>Amount</u>
864	H. R. Trevor, Portland	57.74
865	C. W. Walls Salem	92.90
876	Angelus Commercial Studio, Portland	5.50
877	The Barthold-Barg Co. Portland	43.20
858	Columbia County	14954.36
878	F. T. Crowe & Company Portland	344.25
879	The J. K. Gill Company Portland	299.61
880	Hill & Company Portland	34.65
881	Home Telephone Co. Portland	11.80
882	August Huckestein Salem	50.00
883	C. M. Lockwood Salem	6.00
884	National Colortype Co. Portland	15.00
885	N.W. Long Distance Tel. Co.	13.15
886	N.W. Long Dist. Tel. Co. Portland	18.30
817	Oregon State Board of Control	206.21
887	Oregon Trunk Ry. 5.00	
888	Oregon Trunk Ry. 1.77	6.77
889	Pacific Coast Stamp Works	1.00
890	Pacific Tel & Tel Co., Salem	11.75
891	Pacific Tel & Tel Co., Portland	2.25
892	Pacific Tel & Tel Co., " 7.35	9.60
893	Patton Brothers Salem	11.45
894	Portland Van & Storage Co. 19.80	
895	Portland Van & Storage Co. 22.67	42.47

<u>Number</u>	<u>Name Payee</u>	<u>Amount</u>
896	Remington Typewriter Co.	105.30
897	Rodgers Paper Company Salem	5.00
898	Seaside Livery & Auto Co.	28.00
899	Wells Fargo & Co. Express	2.54
900	The Western Union Telegraph Co.	5.61

James H. Thycroft  
Chairman

W. H. Olson

Chas. B. Key

H. H. Bowlby  
State Highway Engineer.

Salem, Oregon,

March 3, 1915.

A meeting of the State Highway Commission was held at ten o'clock A.M., all members present.

The minutes of the last meeting were approved.

The following vouchers were presented and approved:

<u>Number</u>	<u>Name of Payee:</u>	<u>Amount</u>
901	U. S. Attix Salem	\$133.90
902	H. L. Bowlby	299.85
903	W. P. Butler	150.00
904	Martha Case	102.05
905	Elizabeth Corbett	45.00
906	W. E. Chandler	16.07
907	Lyman Griswold	273.40
908	Kathryn Jahn	85.00
909	F. A. Kittredge	175.00
910	L. W. Metzger	135.30
911	H. E. Newell	103.76
912	C. H. Purcell	271.90
913	Geo. B. Richmond	194.46
914	C. W. Walls	97.65
915	The Barthold-Barg Co.	8.44

<u>Number</u>	<u>Name of Payee</u>	<u>Amount</u>
916	Calef Brothers	54.75
917	Capital City Transfer Co.	10.80
918	The J. K. Gill Co.	5.22
919	Hill & Company	2.45
920	Great Northern Express	2.65
921	Oregon Trunk Railway	4.35
922	Pacific Telephone & Telegraph Co.	16.70

*James H. Thyeombe,*  
Chairman

*Thos. B. Kay*

*H. L. Bowlby*  
State Highway Engineer.

Salem, Oregon,

Friday, March 5, 1915.

A meeting of the State Highway Commission was held in the public hearing room at 3 P.M., all members present, for the purpose of hearing the complaints against District Engineer Elliott to be made by the Newport Land & Construction Company and their lawyers.

There were present Mr. H. G. Newport, Mr. H. R. Newport, of the contracting company, W. A. Carter of Portland and R. R. Johnson of Portland, acting as attorneys for the contractors, to present their case to the Commission. There were also present John Ragenovitch, who has done a portion of the work for the contractor, and Mr. William Brown, a foreman of the contractor.

County Judge E. E. Stanton, and County Commissioners Hawkes and Hannum were present from Hood River County, and Messrs. John B. Yeon, Amos S. Benson and E. E. Coovert were present from Portland.

District Engineer J. A. Elliott appeared in his own defense.

After listening to the statements of the plaintiffs and the evidence offered by the State Highway Engineer in rebuttal, the matter was taken under advisement by the State Highway Commission. Adjournment was taken at 5:15 P.M.

Adjourned meeting Saturday, March 6, 1915.

The State Highway Commission met in the office of the Chairman at 11:30 A.M., to decide relative to complaints that had been made at the session held the day before. All members were present. It was unanimously decided to retain District Engineer J. A. Elliott in Hood River County till the portion of the Columbia Highway should be completed that is to be built this year. The State Highway Engineer was directed to caution Mr. Elliott to be very careful in his dealings with contractor, not to allow his temper to get the best of him in any arguments or disagreements over details of the work.

*James T. Phynon*  
Chairman

*W. H. Olson*

*Thos. B. Kay*

*H. H. Bowlby*  
State Highway Engineer.

MAR 5 1915

March 17, 1915.

The Oregon State Highway Commission met at two o'clock P.M., all members present, meeting being held in room 316.

Bids were opened for the construction of the Mitchell Point section of the Columbia Highway in Hood River County. Fifteen bids were submitted, as follows:

- |   |  |             |
|---|--|-------------|
| 1 | Standifer-Clarkson Co.<br>Northwestern Bank Bldg., Portland, Ore.      | \$40,343.50 |
| 2 | Copenhagen Brothers,<br>925 Yeon Bldg., Portland, Ore.                 | 42,722.00   |
| 3 | A. Guthrie & Co., Inc.,<br>623 Pittock Block, Portland, Ore.           | 45,048.00   |
| 4 | Carlson, Chindahl & Co.,<br>322 Fernwell Bldg., Spokane, Ore.          | 45,077.10   |
| 5 | Ryan and Beer,<br>309 Henry Bldg., Portland, Ore.                      | 45,927.50   |
| 6 | Transfer & Livery Co.,<br>105 First St., Hood River, Ore.              | 46,473.50   |
| 7 | Cowlitz Bridge Co.,<br>1504 Yeon Bldg., Portland, Ore.                 | 46,908.00   |
| 8 | Porter & Conley, Inc. and Ed Wren,<br>219 Lumber Exch., Portland, Ore. | 47,463.50   |
| 9 | Elliott Contracting Co.,<br>207 McKay Bldg., Portland, Ore.            | 47,728.50   |

MAR 17 1915

- |    |  |           |
|----|--|-----------|
| 10 | Robert Lee Ringer,<br>530 East 31st St., Portland, Ore.              | 48,884.50 |
| 11 | Grant, Smith & Co.,<br>619 Fernwell Bldg., Spokane, Wn.,             | 50840.50  |
| 12 | Clarence Hoard,<br>Box 216, Victoria, B. C.,                         | 54,083.00 |
| 13 | Giebisch & Joplin,<br>407-411 Rothchild Bldg.,<br>Portland, Oregon,  | 54,427.85 |
| 14 | Jeffery & Bufton,<br>61 N. Union Ave., Portland, Ore.                | 57,252.50 |
| 15 | Taylor & Robbins,<br>735 Hoyt & 150 Webster St.,<br>Portland, Oregon | 57,856.00 |

At the conclusion of the reading of the bids, the Commission was addressed by Senator I. N. Day, of Multnomah County, who urged the Commission not to spend the State money for the construction of the proposed road around Mitchell Point. Senator Day stated that the present county road over Mitchell Point had no grade exceeding seventeen per cent. and that it was good enough for the present traffic. He urged that the state money be spent in building mediocre roads rather than in attempting to obtain five per cent. grades in all cases.

After Senator Day's address, the Commission adjourned until Monday, March 22nd, at 2 o'clock P.M., at which time they would announce their action on the Mitchell Point contract.

*James Withycombe*  
Governor

*Ben W. Olcott*

*H. H. Bowlby*  
State Highway Engineer

*Wm. S. B. Kay*

Salem, Oregon,

Monday, March 22, 1915.

A meeting of the Oregon State Highway Commission was held at 2 P.M., Governor Withycombe and State Treasurer Kay being personally present; Secretary of State Ben W. Olcott being represented by letter ballot.

The matter of awarding the contract for the construction of the Mitchell Point section of the Columbia Highway in Hood River County was brought up for conclusion. There were present Mr. Clarkson and Mr. Standifer, of the Standifer-Clarkson Company, the lowest bidders. Upon the recommendation of the State Highway Engineer the contract was awarded to Standifer-Clarkson Co., the lowest bidders. The Highway Engineer was directed to prepare the contract forms for signature.

The matter of apportioning the 1915 State Road Fund was then taken under consideration. The following report by the State Highway Engineer being discussed.

Salem, Oregon,  
March 17, 1915.

TO THE OREGON STATE HIGHWAY COMMISSION,  
Gentlemen:

I have the honor to make the following recommendations regarding the expenditure of the State Road Fund for 1915:-

MAR 22 1915



Douglas County, Pacific Highway near Glendale,	\$20,000
Hood River County, Columbia Highway,	60,000
Clatsop County, Columbia Highway,	40,000
Columbia County, Columbia Highway,	60,000
Jackson County, Pacific Highway,	40,000
Miscellaneous, Bridge Work, Office, etc.,	20,000
Total,	<u>240,000</u>

### C O L U M B I A   H I G H W A Y

#### HOOD RIVER COUNTY

With the funds raised by a \$75,000.00 bond issue, the highway will be made available for traffic between the Multnomah County line and Viento.

The difficult mile of road around Mitchell's Point will be constructed for approximately \$50,000.00 and the bad stretch known locally as Ruthton Hill, can be improved with the balance of the \$60,000.00 apportioned to Hood River County.

With these improvements the Columbia Highway can be made passable by August First from Hood River to Portland.

#### CLATSOP COUNTY

The new highway from Astoria to Westport, a distance of 28 miles, is ninety per cent. completed. 27 miles have been cleared; 26 miles grubbed (partially graded) and 22.6 miles actually completed ready for use.

There has been expended on this 28 miles of road \$235,583.12 by Clatsop County. It will be necessary to raise \$68,000.00 to open this highway this season.

Clatsop County can appropriate \$28,000.00 to open this highway this season. This is every dollar that her road funds can spare this year. The appropriation of \$40,000.00 from the State Road Fund will make the Clatsop County section of this important thoroughfare open for the summer travel to the beaches.

### COLUMBIA COUNTY

The distance from the Clatsop County line to Tide Creek, where the existing county road will be utilized, is a little less than 39 miles by the new Columbia Highway.

On the construction of this 39 miles of road, Columbia County has expended, or is obligated for, the total sum of \$285,000.00. There is required to open the Columbia Highway in this county the sum of \$100,000.00.

Columbia County has available for this work this year \$40,000.00. An expenditure by the State of \$60,000.00 in this county will make it possible to put the Columbia Highway in commission by the middle of July or the first of August at the latest.

The \$285,000.00 that Columbia County has spent so far is made up of \$265,000.00 for actual construction work, and \$20,000.00 for construction engineering.

On my trip over the Columbia Highway last week, I was very agreeably impressed by the character of the work that has been done, and its immensity. This last week we walked over mile after mile of completed highway, 24 ft. wide, and thoroughly ditched. The road has been laid out with long tangents and easy curves. In no place has a radius of curvature of less than 100 ft. been used. There has already been an enormous amount of clearing of logged-off lands along the new highway. For the greater part of the distance, (67 miles) from Tide Creek to Astoria, this new Columbia Highway opens up new country. Some of the richest sections of these counties will be made available for agricultural purposes by this road.

The need of this road by the people of Portland is so well known that I will not comment upon it, - at present. With the Columbia Highway open from Portland to Astoria, the trip can easily be made in four or five hours.

For all of these reasons and many others, I believe that the wisest use that can be made of the State Highway Fund this year is in making available the immense amount of road work that was started last year. This, I believe, is much more desirable than it would be to use the money in opening up new work.

Very respectfully,  
(signed) Henry L. Bowlby,  
State Highway Engineer.

The following resolutions were read and placed on file:-

WHEREAS, the County Court of Clatsop County finds that a wholly inadequate levy for road purposes was made by the previous Court, the total General Fund for all roads in the County having been fixed at \$60,000.00 and

WHEREAS, at the time the levy was made the former Court knew that \$58,000.00 was necessary to complete the Columbia Highway with the exception of the bridges, and

WHEREAS, there is now left in this fund only \$30,000.00 of which amount there is yet available for this road the sum of \$20,000.00,

THEREFORE, BE IT RESOLVED by the County Court of Clatsop County that it does hereby set aside the sum of \$20,000. from the general fund in addition to the \$30,000.00 already expended this year and \$8,000.00 from the Bridge Fund to be expended on the Columbia Highway from Astoria and Westport under the direction of the State Highway Engineer, and

RESOLVED, further, that the State Highway Commission be requested to appropriate the balance of the money required to open this road to travel this year in order that the people of Portland and the State may be able to use it this summer to visit the Clatsop beaches.

Done in open Court this 15th day of March, 1915, at Astoria, Oregon.

COUNTY COURT OF CLATSOP COUNTY.

{ Seal of  
County Court  
Clatsop Co.

By T. S. CORNELIUS, Co. Judge,

JOHN FRYE, Co. Comm.

K. F. JOHNSON, Co. Comm.

J. C. CLINTON,  
County Clerk.

WHEREAS, the County Court of Columbia County desires to have the Columbia Highway in Columbia County completed if possible for the summer traffic, and so that it may be of use to the farmers living along its route, and

WHEREAS, at this time there is available for this purpose the sum of forty thousand dollars (\$40,000.00) and

WHEREAS, the State Highway Engineer has informed us that it will be necessary to raise approximately one hundred thousand dollars (\$100,000.00) to make the highway a good, passable earth road,

BE IT RESOLVED by the County Court of Columbia County that it does hereby set aside the sum of forty thousand dollars (\$40,000.00) from moneys available for road purposes, to be expended on Columbia Highway from Tide Creek to the Clatsop County line,

RESOLVED further, that the State Highway Commission be requested to appropriate the balance of money required, then to supervise the opening of this road to travel this year, in order that it may be of use during the summer to the farmers of the County, and to tourists who may wish to use it.

Done in open Court this 20th day of March, 1915, at St. Helens, Oregon.

COUNTY COURT OF COLUMBIA COUNTY,

By A. L. CLARK, County Judge,

A. E. HARVEY,  
County Commissioner.

At this meeting of the State Highway Commission, the County Court of Columbia County was represented by County Judge, A. L. Clark and Commissioner Harvey.

After an informal discussion of the matter adjournment was taken.

The following telegram was received from Mr. S. Benson.

Western Union Night Letter:

Va Long Beach Cal Mar 20 1915

State Highway Commission,  
Salem, Ore.

Noted in Journal Senator Day on Mitchell Point. He misstated fact. The grade is nearly thirty per cent and new survey is practical and only feasible route. Will arrive Portland Thursday. Would thank you for opportunity to meet at hearing some of those crooked contractors whose only object is graft.

S. Benson.

8:16 A. Mar 21.

*James Withycombe*  
Governor.

*(Olcott - Not present)*

*Thos. B. Kay*

*H. L. Bowlby*  
State Highway Engineer.

Salem, Oregon,

March 31, 1915.

The following copies of documents received are self-explanatory:

"March 31, 1915.

Major H. L. Bowlby,  
State Highway Commission,  
Building.

My dear Sir:

I am handing you herewith the minutes of the meeting of the State Highway Commission held on March 29th and on Feb. 17, with the request that you file the same together with the regular minutes of the Commission.

The contents of the minutes are, I believe, self-explanatory.

Very truly yours,

(signed) JAMES WITHYCOMBE,  
Governor."

"February 17, 1915.

A meeting of the State Highway Commission was held in the Governor's office this morning, all members attending.

On the motion of Mr. Kay, Governor Withycombe acquiescing, and Mr. Olcott voting to retain Mr. Bowlby, it was decided to discontinue Major H. L. Bowlby as State Highway Engineer, and the Chairman was authorized to so notify him.

(signed) G. P. PUTNAM,

Acting Secretary."

"State of Oregon  
Executive Department  
Salem

February 17, 1915.

Major H. L. Bowlby,  
State Highway Engineer,  
Building.

My dear Sir:

Concurrent with the action of the State Highway Commission at a meeting held this morning, as its Chairman I am requesting your resignation as Highway Engineer of the State of Oregon.

While I and other members of the Commission appreciate your faithfulness to the interests of the State and the constructive work of your office, yet the majority of the Board deems this action necessary at this time to insure a more generous treatment of road legislation by the Legislature than seems possible to procure if you continue in office.

Very truly yours,

(signed) JAMES WITHYCOMBE,  
Governor."

"STATE HIGHWAY COMMISSION MEETING, MARCH 29, 1915:

Meeting called to order by Governor Withycombe to consider appointment of Highway Engineer. Mr. Olcott expressed himself as still in favor of Major Bowlby. Mr. Kay moved that Mr. E. I. Cantine, of Portland, be appointed State Highway Engineer, to take office on April 1, 1915. Mr. Olcott seconded same, - Governor Withycombe and Mr. Kay voted "aye", - Mr. Olcott, "no".

Mr. Kay offered resolution (copy herewith attached)

explaining removal of Mr. Bowlby, defining duties of new Highway Engineer and duties of Major Bowlby in his retained position, -- Major Bowlby to continue his work on the Columbia River Highway in Hood River County and to take charge of disputes and differences arising out of work performed by the Highway Engineer previous to this date.

Moved and carried that Mr. Kay's resolution be accepted.

Public announcement was made of the appointment of Mr. S. Benson, of Portland, J. H. Albert, of Salem, and Leslie Butler, of Hood River, as members of State Highway Commission Advisory Committee. Moved and carried that Governor arrange with new committee to have meeting with the Highway Commission and new Highway Engineer in the near future to discuss highway matters.

Moved by Mr. Kay that minutes of meeting be prepared by acting secretary and copy given to State Highway Engineer Bowlby.

(signed) ESTHER CARSON,

Acting Secretary."

The following is the resolution offered by Mr. Kay:-

"WHEREAS, Construction of the Columbia River Highway in the County of Hood River is being made under the supervision of Mr. Bowlby in accordance with the plans and specifications prepared by the State Engineer and under contracts drawn and approved by him, and

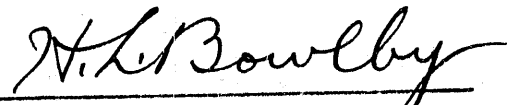
WHEREAS, In construction work under contracts with Columbia, Clatsop and Jackson Counties under plans and specifications prepared by the State Engineer for the Columbia River and Pacific Highway projects, material difference is found between surveys and estimates of work performed made by the State Engineer and those claimed by the contractors, and

WHEREAS, Mr. Bowlby has had supervision of said contract work and is in possession of the facts and technical knowledge regarding all work required under the contracts and performed in carrying out same, that would protect these counties from unjust or fictitious claims and enable a just and equitable settlement to be had between county and contractor, therefore be it

RESOLVED, That Mr. Bowlby be continued as Engineer in charge of the work now being done upon the Columbia River Highway in Hood River County,

RESOLVED, That all disputes or differences in the matter of work performed previous to this date, or moneys due for same under the terms of contracts heretofore entered into by the counties of Columbia, Clatsop and Jackson in construction of the Columbia River and Pacific Highways be referred to Mr. Bowlby to decide all matters therein referred to the State Engineer.

(signed) T. B. KAY."



State Highway Engineer

The following letter was received by the State

Highway Commission:

"Thursday P.M.,  
April First,  
Nineteen Fifteen.

Hon. James Withycombe,  
Governor of Oregon, Chairman, State Highway Commission,  
B u i l d i n g.

Dear Sir:

Your letter of March 31st was duly received, enclosing copy of minutes of the meeting of the State Highway Commission held February 17, at which meeting the Highway Commission decided to dispense with my services as State Highway Engineer; also a copy of the minutes of meeting held March 29, 1915, at which time Mr. E. I. Cantine was duly elected State Highway Engineer, to take office on April First, 1915; also a copy of the resolution offered by Mr. Kay and adopted by the Highway Commission, outlining the Highway Commission's plan to offer me employment as a special engineer, to have charge of the old and new work in Hood River County, and the old work in Clatsop Columbia and Jackson Counties.

I submitted these papers to the Attorney General's office and have been advised as follows: First, that my commission as State Highway Engineer expired March 31st; Second, that the plan outlined in the resolution was ultra vires, and therefore not legal. I have removed my personal belongings from the office of the State Highway Commission, and up to the time of writing this letter, Thursday afternoon, Mr. Cantine has not appeared to take charge. I leave the Clerk of the State Highway Commission in charge of the office.

As I wrote you in my letter of February 20th, it has been my earnest desire to see completed the Columbia Highway so that it could be traveled the latter part of this season from Hood River to Astoria. In that letter I indicated what I believed to be the only method by which this could be accomplished, which was, to accept my resignation as taking effect some time in August. This would have permitted the organization that planned and started this highway work to carry it to completion. As this plan has not been satisfactory to you, I leave the work with no regrets, and the new Highway Engineer has my sympathy and my sincere best wishes for a successful administration of the affairs of the State Highway Department.

Very respectfully,

HLB:MC

(Signed) H. L. BOWLBY"

Salem, Oregon,

April 2, 1915.

A meeting of the State Highway Commission was held at 11 A.M., in the office of the Governor, all members present.

Mr. E. I. Cantine was present and received his commission as State Highway Engineer.

The appropriation of funds for 1915 was informally discussed, no action being taken.

Communications, as follows, addressed to Governor Withycombe, were referred to the State Highway Commission: One from J. H. Collins, dated at Rainier, recommending that the appropriation for Columbia County for 1915 be spent for completing the grading of the Columbia Highway; one from E. E. Blanchard, dated at Grants Pass, asking that Josephine County receive \$5000.00 from the 1915 state road fund.

The following vouchers were approved:

<u>Number</u>	<u>Name</u>	<u>Amount</u>
923	U. S. Attix	\$115.00
924	Henry L. Bowlby	350.70
925	H. L. Burras	30.15
926	W. P. Butler	175.40
927	Martha Case	102.80
928	W. E. Chandler	75.52
929	L. Griswold	257.46

<u>Number</u>	<u>Name</u>	<u>Amount</u>
930	Kathryn Jahn	85.00
931	F. A. Kittredge	175.00
932	L. W. Metzger	129.00
933	H. E. Newell	164.44
934	C. H. Purcell	228.50
935	Geo. B. Richmond	166.50
936	C. W. Walls	90.00
937	The Barthold-Barg Co., Inc.	84.05
938	The Beebe Company	21.50
939	Clatsop Cranberry Co.	13.00
940	The Henry D. Davis Lumber Co.	368.94
941	Edwards & Lazell	12.00
942	Fuller Publishing Co.	3.90
943	The J. K. Gill Company	10.15
944	Great Northern Express Co.	5.81
945	The Home Telephone Co.	17.35
946	Modjeski & Angier	61.57
947	Northwestern L D Tel. Co.	13.30
948	do do	11.65
949	The Oregonian	3.30
950	Pacific Hardware & Steel Co.	12.38
951	Pacific Telephone & Tel. Co.	24.65
952	Patton Bros.	3.20
953	Rodgers Paper Company	98.45
954	H. W. Reinhard	7.00
955	State Printing Board	1013.29

The Commission adjourned to meet with the Advisory Board on Tuesday, April 6th, 1915.

*James Withycombe*  
Chairman

*Wm. G. ...*

*Thos. B. Kay*

*E. F. Cantine*

Acting Secretary.

Salem, Oregon, April 6, 1915.

A meeting of the State Highway Commission was held at 10:45 A. M., all members present. There were also present Messrs. S. Benson and J. H. Albert, of the Advisory Committee.

Governor Withycombe stated the purpose of the meeting was to meet the Advisory Board and discuss ways and means for completing the roads, and adopt some definite policy. After discussion of the recommendation of the State Highway Engineer as given in the minutes of the meeting of March 22nd, 1915, for the apportionment of the State Road Fund for 1915, motion was made and unanimously carried that the apportionment be tentatively made as follows:

Hood River County	\$50,000
Jackson County	50,000
Columbia County	50,000
Clatsop County	35,000
Douglas County	20,000
Washington County, a/c Rex-Tigardville Road	7,300
Josephine County	5,000
Office, Bridge Work and Miscellaneous	20,000
	<u>237,300</u>

this apportionment being conditioned upon the appropriating of \$28,000 by Clatsop County as set forth in resolution of Clatsop County Court, dated March 15, 1915, (copy on p 120 of this minute book); upon the appropriating of \$40,000 by Columbia County Court, as set forth in resolution of March 20, 1915, (copy on p 121 of this minute book) upon the appropriating of \$20,000 by Douglas County to be expended under the direction of the State Highway Engineer on the location and construction of the Pacific Highway through Cow Creek Canyon in the southern part of Douglas County, between such points and in such manner as designated by the State Highway Engineer; upon the appropriating by Josephine County of \$5,000 to be expended under the direction of the State Highway Engineer on the location and construction of a portion of the Pacific Highway in the northern part of Josephine County, between such points and in such

manner as designated by the State Highway Engineer; upon Washington County carrying out the conditions already of record (pp 54, 55 and 56 of this minute book) regarding the Rex Tigardville Road; it being understood that the State Road Fund for 1915 is hereby tentatively apportioned to said counties under the express condition that the highway work for which this money is contributed is to be performed under the supervision of the State Highway Engineer under conditions hereby or already stated by the State Highway Commission.

A delegation from Yamhill County was present in the interest of a road through the Grande Ronde Reservation for which Yamhill and Tillamook Counties would appropriate each \$15,000 provided the state would aid with a like sum, the money to be spent under the direction of the State Highway Engineer. Judge Dodson and Senator Vinton spoke in favor of this road and hoped to receive state aid, if not this year, next year.

A telegram was read by Governor Withycombe from taxpayers in Scappoose urging that state aid be given to hard-surface the Columbia Highway from Multnomah-Columbia County line running north. Governor Withycombe expressed sympathy with the desire but said the state was unable to assist this year in hard-surfacing in Columbia County.

A letter was read by Secretary Olcott from M. S. Warren, dated at Ecola, Cannon Beach, Ore., March 23, 1915, urging that a survey be made from Elk Creek to Arch Cape,

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this being a portion of a secondary road in the state system of roads. The Commission asked that the Advisory Committee confer with the State Highway Engineer on this and other matters.

Mr. J. H. Johnson, of the Consolidated Contract Co., and Judge A.L. Clark of Columbia County, spoke of the fact that as yet no settlement has been reached for work done under the contract between that company and that county, and that in order to effect a settlement it was necessary to have the estimate voucher of the State Highway Engineer. Upon inquiry it was found that such final estimate had been prepared but had not been agreed upon. The following resolution was offered by Mr. Kay, seconded and unanimously carried:

"RESOLVED: That the State Highway Engineer be instructed to turn over to Columbia County these estimates that have been prepared."

The policy to be followed in Hood River County was brought up, and the need for change not appearing, present plans are to continue.

*E. J. Cantine*  
State Highway Engineer

*Martha Case*  
Acting Secretary

*James H. Withycombe*  
Chairman

*Thos. B. Kay*

APR 6 1915



Salem, Oregon,

April 7, 1915.

A special meeting of the Highway Commission was held, with two members present, Governor Withycombe, absent.

The following voucher was approved:

<u>No.</u>	<u>Name</u>	<u>Amount</u>
956	Oregon Electric Ry. Co.	\$50.00

JAMES WITHYCOMBE, Absent  
Chairman

Wm. I. Vawter

Thos. B. Kay

E. I. Cantine

State Highway Engineer

Martha Base

Acting Secretary

Salem, Oregon,

April 19, 1915.

A meeting of the State Highway Commission was held in the office of the Governor at 11 A.M., all members present. Mr. J. H. Albert and Mr. Leslie Butler of the Advisory Committee were also present.

Governor stated the purpose of the meeting was to meet the delegation from Jackson County, Mr. W. C. Leaver and F. H. Madden, of the County Court, and Representative

Wm. I. Vawter, from Medford. After much discussion it was found that the \$40,000 from the 1915 road fund apportioned to the County of Jackson must according to law be spent on hard-surfacing over the Pacific Highway in the Siskiyou. It was also agreed that the State Highway Engineer, Mr. E. I. Cantine, would visit Jackson County and after a consideration of the road conditions there existing would make a report and recommendation to the State Highway Commission as to what should be done as to the expenditure of the remainder of the bond money and the \$10,000 specially apportioned to Jackson County from the 1915 state fund.

Mr. E. E. Blanchard, representative from Josephine County, presented the conditions in Josephine County. He said Josephine County had spent more money on roads in proportion to her assessed valuation than any county in the state. He said Josephine County has a better Pacific Highway than any other county. He related how Douglas and Josephine Counties had disagreed about the location of the Pacific Highway so that Glendale had caused the Pacific Highway to veer off so that it did not meet the Pacific Highway in Josephine County. He said Josephine County was content to leave it to the State Highway Engineer how the money apportioned that county from the state fund should be spent, but Josephine County absolutely cannot duplicate the five thousand dollars to be spent in the north end of the county. Mr. Kay moved that the minutes of the previous meeting be amended, striking out that portion which says "if an equal amount be

appropriated by Josephine County. Mr. Olcott seconded the motion and Governor Withycombe declared it was so ordered.

Minutes of previous meeting read as follows: "upon the appropriating by Josephine County of \$5,000 to be expended under the direction of the State Highway Engineer on the location and construction of a portion of the Pacific Highway in the northern part of Josephine County, between such points and in such manner as designated by the State Highway Engineer;"

Minutes of previous meeting are amended to read as follows: -----this apportionment being conditioned ----- "upon this apportionment to Josephine County being expended under the direction of the State Highway Engineer on the location and construction of a portion of the Pacific Highway in the northern part of Josephine County, between such points and in such manner as designated by the State Highway Engineer;"

The Commission adjourned until 1:30 P.M.

Meeting was called to order by Governor Withycombe, all members present, also Messrs. Albert and Butler, of the Advisory Committee; the Jackson County delegation; Messrs. Titus and Levings, representing Consolidated Contract Co.

Mr. LEEVER and Mr. MADDEN spoke of certain troubles in connection with settlement with Contractor Sweeney, who, they said, claimed to be entitled to more than the final estimate given by the State Highway Engineer. It was the unanimous sense of the Commission and the Advisory Committee that this would have to be settled by the County Court of Jackson County according to the terms of the contract, and that any additional expense which might be incurred by reason of these claims would be on the same basis as the original expenditures as covered by the contract.

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Mr. Titus and Mr. Levings appeared before the Commission asking for certain information concerning an order of the Court covering the resumption of the work in Columbia County under the existing contract between Columbia County and the Consolidated Contract Co. After a rather extended discussion it was the sense of the Commission, concurred in by the Advisory Board, that the subject was one to be dealt with by the County Court of Columbia County according to the terms of their contract with the Consolidated Contract Co.

James Withycombe  
Chairman

W. A. Olcott

Thos. B. Kay

E. F. Coats

State Highway Engineer

Martha Case

Acting Secretary

APR 19 1915

Salem, Oregon,

May 10, 1915.

Meeting of the Highway Commission called to order by Governor Withycombe at 2:30 p.m., May 10th, in the Governor's office. Those present were Governor Withycombe, State Treasurer Thos. B. Kay, and E. I. Cantine, State Highway Engineer, with an assistant from his office. Secretary of State Ben W. Olcott was notified of the place and date of the meeting but was not present.

On motion of Governor Withycombe, seconded by Thomas B. Kay, vouchers Nos. 957 to 1006, both inclusive, amounting to \$8,646.68, were approved and ordered to be paid.

A report covering the status of the Highway Department and the conditions of the various roads now under construction and those on which construction is contemplated, as viewed by State Highway Engineer, was submitted to the board members, a copy of which had been sent to each member of the Advisory Board. To this was attached the financial statement covering the expenditure of state funds for the month of April, and all funds expended by counties on road work over which the Highway Engineer had jurisdiction. There is also a statement submitted covering the expenditures to date on the Wasco Biggs Highway, showing that \$44,333.89 was expended. This matter was discussed informally by the members of the board at some length. State Treasurer Kay, the only member present of

the previous board, stated that only \$35,000 had been allotted for this work and that the difference between that and the actual cost of construction was spent without authority from the Highway Commission.

The attitude of the Consolidated Contract Company and the probable action they might take on the work for which they have a contract was discussed informally. The Highway Engineer expressed himself as not being very well pleased with the present attitude of the Consolidated Contract Company towards the work in hand and reported that he had given them until Saturday, May 15th, to resume work, notifying them that if work was not started by that time, their contract would be forfeited.

Governor Withycombe expressed a desire that in so far as possible the money now available be spent on the roads that have been started throughout the various counties, and that they be put in condition for travel, as he very much desired next year to see spent a large portion of the allotment on road work in the Willamette Valley.

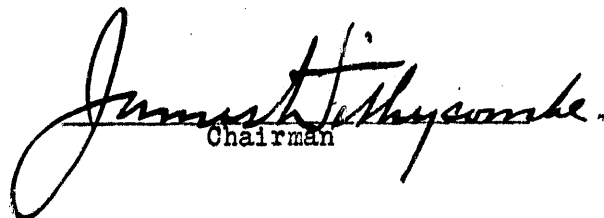
In the event of one of the counties not being able to start construction work so as to have the state's money allotted to them used to advantage this year, the question arose as to whether it could be used elsewhere to advantage. Mr. Cantine reported that he had a number of places in which surplus money could be used to advantage.

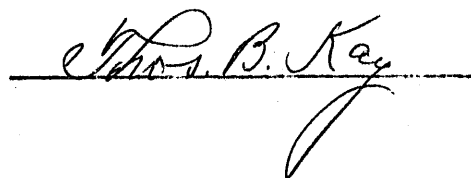
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MAY 10 1915

Mr. Cantine reported that he had invited the members of the Advisory Board to go over all the work now in progress or contemplated, which would take about four days' time, and also invited the Highway Commission to make this trip at the same time if they could see their way clear to do so.

There being no further business to transact, the meeting adjourned.

  
Chairman





State Highway Engineer.



Acting Secretary.

OREGON  
STATE HIGHWAY COMMISSION

Special Meeting of the Highway Commission.

Salem, Oregon,

May 24, 1915.

Meeting was called to order at 10:10 A.M. by Governor Withycombe. Present, Treasurer Kay, Secretary of State Olcott, E. I. Cantine, and John H. Lewis.

Governor Withycombe announced as the most important matter to be taken up first, the relationship to be established between the State Engineer, Mr. Cantine, and the State Highway Commission. An opinion rendered by Attorney General Brown to Mr. Lewis, was brought up for consideration.

This opinion was discussed informally and the Attorney General called into the conference. After considerable informal discussion, in which Senator Langguth, who was present during the latter part of this discussion, took a part, a motion was made by Treasurer Kay and seconded by Mr. Olcott, to the effect that the Commission request from Attorney General Brown a decision as to whom should be consulted as engineer on highway matters, Mr. Lewis or Mr. Cantine. This motion was adopted, and Mr. Lewis, Mr. Cantine and the Attorney General were requested to suggest to the Commission some working arrangement that might be satisfactory to all concerned.

At this time Mr. Langguth requested that the Highway Commission take up the matter of the cancellation by the Highway Engineer of the contract entered into by the Consolidated Contract Co. and the County of Columbia. Those present at this hearing were, in addition to those above mentioned, D. J. Malarkey, Mr. Seabrook, Arthur Langguth, Attorney Levings, E. G. Titus, J. H. Johnson, and J. T. Dougall. Attorney General Brown was requested to stay and hear the arguments.

Mr. Cantine reported at this time that he had been advised by Mr. Dougall, of Clatsop County, that the matter of raising about \$28,000.00 for highway work in that county seemed to be nearing a favorable conclusion and

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that it was hoped that by afternoon of this date, the money would be secured.

Mr. Langguth went quite fully into the past history of the dealings of the Consolidated Contract Co. with the Columbia County Court and the former State Highway Engineer, bringing the whole matter down to date, with the statement that he believed the present County Court and the present Highway Engineer had entered into a conspiracy to work a hardship against the Consolidated Contract Co. and its interests.

At this time it was very clearly set forth that the consensus of opinion of the members of the Highway Commission was that whatever action the Highway Engineer and his assistants might have taken in connection with the contract entered into between the Consolidated Contract Co. and the County Court of Columbia County was not a matter in which the Commission itself had any voice as to the way of settlement, and that any time spent in arguing the points at issue before the Commission would be time lost, as the Commission felt that Columbia County should handle a matter of this character, in which she was most vitally interested.

The meeting adjourned at 12 o'clock to meet at 1:30 P.M.

At 1:45 the meeting was called to order by Governor Withycombe. All those present who were at the morning session, and in addition, Mr. Lyman Griswold, and Mr. C. C. Kelley were present.

Mr. Langguth resumed his arguments as to why the Consolidated Contract Co. should have some consideration. At about 2:30, Attorney Dan J. Malarkey suggested that while he felt, as did the members of the Commission, that this was not a matter which the Commission could adjust and should have no voice in the settlement of, yet he felt that inasmuch as the Consolidated Contract Co. had stated their case quite fully before the Commission, making a number of assertions and statements which should be allowed to go unquestioned, he should have a few minutes to set forth the case before the Commission as the County officers view it and to give facts bearing on the case as they really were. Mr. Malarkey went into the case quite heatedly and after another hour of argument with counter accusations, Mr. Malarkey closed his side of the case and Mr. Dougall was allowed a few minutes to speak for the taxpayers. He requested that this matter should not go into the courts, but that some method of reasonable settlement be employed as they much preferred to have the money spent on more roads rather than in lawsuits.

The chairman announced himself in favor of settling the matter through arbitration, which appeared agreeable to the Consolidated Contract Co., but County Judge Clark stated that the County would not arbitrate under any conditions, that the law would not allow them to do so if they wished, and that so far as he could see, there was nothing to arbitrate.

The meeting was hereupon adjourned abruptly by the Chairman.

*James Withycombe*  
Chairman

*Wm. N. Olcott*

*Thos. B. Kay*

*John H. Lewis*  
State Engineer.

*G. E. Ross*  
Acting Secretary.

MAY 24 1915

Salem, Oregon,

June 7, 1915.

Regular meeting of the State Highway Commission was called to order at 3:15 P.M., by Governor Withycombe. Those present were State Treasurer Kay and State Engineer Lewis, Mr. Olcott, Secretary of State, being absent from the city.

A written report from Mr. Cantine, covering the work up to and including May 21 was submitted, and one from the State Engineer, from May 22 to the close of the month, together with financial statement, was submitted to the Board.

A recommendation written by Mr. Cantine that vouchers covering services and materials furnished in the construction of the Astoria-Warrenton road, to the amount of \$2,818.97, be allowed, was presented to the board for action. After some discussion, in which the fact was brought out that that particular portion of the road was not in good condition, it was decided to hold the payment of these vouchers in abeyance until it could be investigated further.

The State Engineer was requested by Governor Withycombe that he and his chief deputy take up the matter of a more compact consolidation of the Highway Department office and the State Engineer's office, that the apparent intent of the law would be carried out more fully, and report at the next board some feasible plan for such a consolidation.

JUN 7 1915

The matter of the Consolidated Contract Company's meeting with the County Court of Columbia County on the previous Saturday was taken up. Mr. Lewis reported that no agreement had been reached; that the Court had offered the Consolidated Contract Co. \$62,000 in cash to settle the claims, they to release the county from all further damages, which offer, the Consolidated Contract Company would not accept. Several propositions were discussed, but no satisfactory conclusion reached.

State vouchers, numbers 1007 to 1047, (except Nos. 1041-1020 and 1021) amounting to \$9,185.02, and numbers 1 to 9, inclusive, amounting to \$1,980.52, were passed through for payment.

Mr. Kay brought up the matter of the State Highway Commission's connection with the new contract, to be entered into in Columbia County, for completion of the work started by the Consolidated Contract Co., and made the statement that if it were possible, legally, for this contract to be entered into between the County of Columbia and the contractors, direct, without any connection with the State Engineer, he would consider it advisable that such action be taken, as he felt that the State was getting responsibility without any authority under the former arrangement.

OREGON  
STATE HIGHWAY COMMISSION

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

*James Withycombe*  
Chairman

*Thos. B. Kay*

*John H. Lewis*

State Engineer

*G. Ed. Ross*

Acting Secretary.

Salem, Oregon,

June 15, 1915.

Special meeting of the Oregon State Highway Commission was called to order by Governor Withycombe, Chairman, at 10:45 A.M. Those present were Governor Withycombe, Thos. B. Kay, Ben W. Olcott, John H. Lewis, and S. Benson, Leslie Butler, and J. H. Albert, of the Advisory Board.

Mr. Lewis, complying with request at the previous meeting, outlined a proposed method of making a more compact consolidation of the highway department and the State Engineer's former department, by which the present quarters of the highway department be used by the Insurance Commission, and the Highway Department take the rooms thereby vacated.



The construction work on the Rex-Tigardville Road in Washington County came up for some discussion. It was found that to complete the work as first contemplated would require approximately \$3,000 more than the previous highest estimate submitted to the Commission, and that much more than there are funds available. Mr. Kay made a motion to the effect that this Commission make a proposition to those interested in Washington County, to the effect that the State of Oregon next year would set aside the sum of three thousand dollars (\$3,000) towards the completion of this work, provided the county officials, or the citizens, of Washington County arrange for funds to complete the work this year, and that it must be distinctly understood that, regardless of what the final cost of finishing that work might be, the State Highway Commission would only bind itself to refund three thousand dollars (\$3,000) of the amount, and then only on State vouchers or payrolls which have been properly executed and assigned to the custodian of the funds so advanced.

Mr. Olcott seconded this motion, and all members being favorable, it passed.

The matter of the payment of various claims against work done in Clatsop County, Astoria-Warrenton Road, which was deferred at the last meeting of the Commission, was again taken up. A motion was made by Mr. Kay to the effect that these bills be paid, inasmuch as they evidently were an obligation taken on by the former representative of the Highway Commission, and that the amount be deducted from the allotment made to Clatsop County out of the 1915 road fund. Mr. Olcott seconded the motion, and all being favorable, vouchers 10 to 22 inclusive, amounting to \$2,818.97 were ordered paid and charged against allotment of \$35,000 for Clatsop County.

Mr. Lewis reported to the Commission that it was intended to do considerable paving in Jackson County, in the Siskiyou mountain section, by forces under State supervision. In this connection he presented to the Board a proposal from the Standard Portland Cement Corporation, of San Francisco, Cal., to furnish the State of Oregon approximately five thousand (5000) barrels of cement at \$2.51 per barrel, f.o.b., Medford, Oregon, providing for the return of sacks to the company in serviceable condition and the refunding of 40 cents per barrel, making a net price of \$2.11 per barrel to the State of Oregon.

It was ordered by the Board that the State Engineer enter into a suitable contract in the name of the Oregon State Highway Commission, with the Standard Portland Cement

Corporation, of San Francisco, providing for the furnishing of such cement as may be required by the work in Jackson County, and that before the contract was executed it should be presented to Mr. Olcott for his approval.

Mr. Lewis reported that he had just received a telegram from Mr. Cantine, asking that a special meeting of the Commission be called for June 16th, that the Board might enter into a contract for the furnishing of materials and the rapping of a certain section of the Columbia River Highway in Clatsop County. Inasmuch as Governor Withcombe and Mr. Kay expected to leave the city this day, to be gone for some time, they directed the State Engineer to enter into a contract in the name of the Oregon State Highway Commission with the one making the most satisfactory proposal on this work, after having submitted the matter to Secretary of State Olcott and receiving his approval.

Mr. Lewis reported to the Commission that it was necessary to purchase crushed rock, for use in the Jackson County work, and that after a careful canvass of the material available in that vicinity, he had entered into a contract, bearing date May 29, 1915, in the name of the Oregon State Highway Commission, with the Medford Concrete Construction Co., for the furnishing of crushed gravel and sand, in the amounts and of the sizes following:-

6000 cu yds crushed gravel of size to be retained on 5/8" screen and passing a 1 3/4" mesh screen

1500 cu yds crushed gravel of size to be retained on 1/10" mesh screen & passing 5/8" mesh screen

3000 cu yds of sand, same to be free from sediment, silt or clay

it being expressly understood that the State Highway Commission was to purchase from the Medford Concrete Construction Co. all the rock and sand to be used in the Siskiyou mountain section during the season of 1915, and in consideration of this volume of business, the Medford Concrete Construction Co. submitted a price of \$1.73 per cu yd, f.o.b., Steinman, Oregon. However, should the quantities run different from the estimate, the prices would be as follows:

	Per cubic yard
If 10,000 cu yds only is used	\$1.73 fob Steinman
If 7,000 " " " "	1.76 " "
If 5,000 " " " "	1.81 " "
If 4,000 " " " "	1.85 " "

The Medford Concrete Construction Co. to give a bond to guarantee the faithful performance of the articles in the above referred to contract.

After some discussion as to the merits of concrete paving, the Commission ratified the execution of this contract as entered into, and approved the plans of the State Engineer to carry on the work in Jackson County by State forces direct.

The advisory board were asked to make a statement as to their position in the matter of handling the work in this manner, and each expressed himself as greatly in favor of the State carrying on its work in Jackson County in this manner, under its own direct supervision, Mr. Benson and Mr. Butler making statement to the effect that they believed about twenty per cent might be saved the State through this manner of operation.

Mr. Kay at this time offered for the consideration of the Commission the following resolution:

"It is hereby ordered that E. I. Cantine, Chief Deputy State Engineer, take direct charge and supervision of all construction work now being performed upon roads in the several counties, under orders of the State Highway Commission and upon which payments are being made from the State Highway fund, excepting, however, the construction work in those counties being performed under contracts entered into previous to May 22, 1915, or where the counties are in direct charge of said road construction work.

"It is also ordered that Mr. Cantine make full and complete reports regarding such work monthly to the State Highway Commission furnishing copies of same to the State Highway Engineer."

Mr. Lewis said that he wished to cooperate with the Board in every way that could be within the law as interpreted by the Attorney General, and that he could not say definitely what his attitude might be on the carrying out of the proposed plan as called for by the resolution offered.

After considerable discussion, the matter was put to vote, Mr. Kay and Governor Withycombe voting, Yea, and

Mr. Olcott voting, No, stating that he could not vote otherwise in view of the Opinion of the Attorney General.

The matter of the printing of letterheads came up for the attention of the Board. Ordered that the sample letterhead presented by Mr. Lewis, with the names of the Commission, the Advisory Board, the State Engineer and his Chief Deputy, be approved as to form, and that the State Engineer order the necessary quantity for the use of the Highway Department.

The matter of changing the name of the Columbia Highway to the Columbia River Highway was brought up and discussed by all present. It was found that the County Commissioners of Multnomah County had already entered an order on their records making this change, and those present all being favorable to the name "Columbia River Highway" it was ordered to so stand on the records of this Commission.

The matter of apportionment of funds to Columbia County was taken up. Members of the Commission stated they had received a letter from Mr. Malarkey, explaining that on account of settlement of the Consolidated Contract Company's contract, the County Court of Columbia County could not put up \$40,000 to secure the allotment of \$50,000 by the State as heretofore allotted on April 6th, and asked that such allotment remain on condition that Columbia County put up only \$35,000. This request was granted, unanimously.

No further business appearing, the Commission adjourned.

*James Withycombe*  
Chairman

*W. A. Olcott*

*Mr. B. Kay*

*John H. Lewis*

State Engineer

*L. E. Russ*

Acting Secretary

Salem, Oregon,

July 9, 1915.

Regular meeting of the Oregon State Highway Commission was called to order by Governor Withycombe, Chairman, at three P. M., in the room of the Board of Control. Those present were Governor Withycombe, Secretary of State Olcott, State Treasurer Kay, State Engineer Lewis, and a delegation of men interested in the Rex-Tigardville Road, consisting of Mr. Jesse Edwards and two other gentlemen. Also Mr. Bufton, of Jeffery & Bufton, Portland, Ore.

Mr. Lewis announced that the first matter to be taken up was the interpretation of contract entered into by the State Highway Commission and Jeffery & Bufton, for the construction of what is known as the Rex-Tigardville Road.

~~the maintenance of the road this year.~~

Mr. Kay made the following motion: That if Mr. Bowlby would verify the interpretation of the specifications in question as stated by Mr. Bufton, the commission would pay the contractors on that basis and allot not to exceed an additional three thousand dollars to complete the road work, with the distinct understanding that the road was to be completed this year and not to exceed the six thousand dollars apportioned at the last meeting and this present meeting, from the 1916 State Road fund would complete the work contemplated, and that the contractors or others interested in the work would advance the funds necessary to go right ahead with the work at once: That all accounts should continue to be prepared in the usual manner and on the usual forms required by the State Highway Commission and sent through the central office for attention: That the completed vouchers would be assigned to the person or firm advancing the money, to hold, without interest, until such time as the 1916 State road fund should become available for payment.

This motion was passed unanimously.

Governor Withycombe made the following motion. That the secretary be directed to write Major Bowlby requesting a decision from him as to his interpretation of that clause of the contract in dispute. This motion was carried unanimously and so ordered.

A petition with seventy-five signatures, requesting that the work in Douglas County on the Pacific Highway, on that section known as Pass Canyon road, be let in small units was presented to the Board.

The following letter from the County Judge of Douglas County was also received:

"Roseburg, Oregon, July 6, 1915.

State Highway Commission,  
Salem,  
Oregon.

Gentlemen:

The County Court of Douglas County would respectively request that the Honorable State Highway Commission would expend at lease \$5,000.00 of the appropriation made by the State of Oregon for the improvement of the Canyon Creek road in Douglas County in the Pass Creek Canyon in said County same to be expended under the direction and recommendation of the State Engineer.

This is the unanimous desire of the County Court of Douglas County.

Very respectfully,

R. W. MARSTERS,  
Judge."

After considerable discussion it was ordered that the State Engineer be authorized to locate the line and expend such amounts of money in Douglas County, not exceeding the twenty thousand dollars (\$20,000) allotted by the commission, in the two localities requested, as may be desired by the County Court, and directing the State Engineer to proceed with the advertisements for bids for construction, both in small units and as a whole, as soon as the lines are definitely located, it being understood that the money

is sufficient only for grading.

At this point Governor Withycombe left the meeting.

The following resolution from the County Court of Wasco County was presented:

STATE OF OREGON )  
                  ) SS  
COUNTY OF WASCO )

WHEREAS, it is deemed to be a public necessity by the County Court of Wasco County, Oregon, to plan and locate a road through Wasco County from the West to the East boundary, being a link in the proposed Columbia Highway, and

WHEREAS, said County court desires to have such a road located and planned with the co-operation of the State Highway Commission, therefore

BE IT RESOLVED, by the County Court of Wasco County that it does hereby petition the Oregon State Highway Commission to lend to it the services of the State Highway Engineer to make a survey from the town of Mosier, West, to the Hood River County line, and to lend from your department an engineer to associate with our surveyors in making a thorough cruise for the location of said proposed Columbia Highway from the Town of Mosier, East to the Deschutes River, to connect with Sherman County, and

RESOLVED, further, that the County Court of Wasco County does hereby agree to pay for the preliminary survey, maps, profiles and estimates for the survey of the above described road from the Town of Mosier, West to the Hood River County line, and to pay the engineer while associated with our engineers in the cruise from the Town of Mosier, East to Deschutes River.

Adopted at The Dalles, Oregon, this 8th day of May, 1915.

COUNTY COURT OF WASCO COUNTY

(Seal, County Court) By F. S. GUNNING, County Judge,  
F. C. CLAUSEN, Commissioner,  
R. D. BUTLER, Commissioner.

Attest: L. B. Fox,  
County Clerk.

After some discussion by the members of the commission,

who have recently attended a public meeting in Wasco County and discussed this matter with the County Court and the citizens, it was ordered that the petition of the County Court be granted and that the State Engineer proceed to make preliminary surveys as directed by the County Court, the final location and estimate, however, to be made up for the River Road from Mosier East to the Deschutes River, it being understood that the County of Wasco was to bear all expense for such surveys as are directed under this order.

At this time Mr. Lewis presented his monthly report to the Board.

Vouchers numbered 1020, 1021, 1040 and 23 to 32, inclusive, amounting to \$20,225.15 were ordered passed for payment.

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

*James Withycombe*  
Chairman

*W. M. Olcott*

*Thos. B. Kay*

*John H. Lewis*  
State Engineer

*G. E. Ross*  
Acting Secretary.

Salem, Oregon,

August 10, 1915.

Meeting of the State Highway Commission was called to order by Governor Withycombe at 10 A.M. Those present were Governor Withycombe, Secretary of State Olcott, State Treasurer Kay, State Engineer Lewis, and during a portion of the meeting, R. W. Marsters, County Judge, Douglas County, U. S. Supervisor S. C. Barton of Roseburg, and E. I. Cantine.

How the allotment of \$20,000 to Douglas County should be expended was discussed informally, but no definite action taken at this meeting other than the following order:

"That \$5,000 of the allotment be used on construction work in Pass Canyon near Comstock, and that the question of the expenditure of the remainder of this money be taken up with the Advisory Board at an early date."

A written request from Judge E. E. Stanton, Hood River, suggesting that the name "Mitchell Point" be changed to "Storm Cliff" was taken up and the Board decided to refer this, also, to the Advisory Board for a recommendation.

Vouchers 83 to 191, inclusive, amounting to \$21730.22, also voucher 37, amounting to \$30. were presented to the Board for action.

The State Engineer presented a copy of his report to each member of the Commission. This was accepted and ordered placed on file.

The following resolution was offered by Mr. Kay:

"That the following changes be made in the Minutes as they now appear in the records of the Commission:

Page 141 be re-written:- The first seven lines, ending with period after "Commission" be copied as per original entry on page 141. From that point, the remainder of page 141, all of page 142, 143, 144, 145 and 146 be eliminated.

In Minutes of June 15, 1915, all of page 153 be copied as it now appears. That page 154 be re-written, eliminating the first paragraph.

In Minutes of July 9, 1915, the following should be eliminated: All of pages 161 and 162, and the first line on page 163.

It is further ordered that no general discussions which take place at the Highway Commission meetings shall hereafter be made of record in the State Highway Commission Minutes; that the Minutes shall only contain a record of action taken by the Board on matters which come before it.

This resolution necessitates the removal from the Minute Book of pages 141, 142, 143, 144, 145, 146, 153, 154, 161 and 162.

There being no opposition to this resolution, it was so ordered.

Mr. Lewis offered the following resolution:

AUG 10 1915

"In view of the fact that a few gentlemen interested in road construction have expressed a willingness to advance funds on certain road work, they to be reimbursed, without interest, from the second half of the 1915 taxes,

It is hereby ordered by the State Highway Commission that the State Engineer make such arrangement as may be necessary to take advantage of these offers, and that to properly safeguard those advancing such funds, all accounts be vouchered and executed in the usual manner. Assignments should be taken from the payee in favor of the one advancing funds and these vouchers presented to the Highway Commission for approval. The Secretary of State should be requested to audit them in the usual manner, so that in case any questions arise as to their proper preparation, they may be disposed of at this time, before any money has been advanced by these parties who have been generous enough to loan the State the use of their money to advance the cause of good roads."

This was carried unanimously, and so ordered.

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

*John H. Lewis*  
State Engineer.

*James H. Shycombe*  
Chairman

*G. E. Ross*  
Acting Secretary.

*Thos. B. Kay*

AUG 10 1915

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There being no opposition to this resolution, it was so ordered.

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AUG 10 1915


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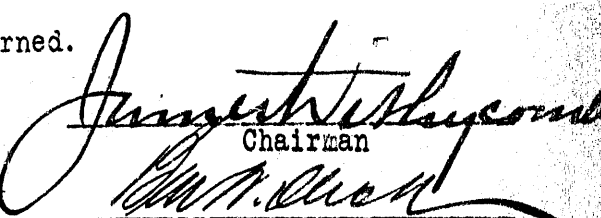
It is hereby ordered by the State Highway Commission that the State Engineer make such arrangement as may be necessary to take advantage of these offers, and that to properly safeguard those advancing such funds, all accounts be vouchered and executed in the usual manner. Assignments should be taken from the payee in favor of the one advancing funds and these vouchers presented to the Highway Commission for approval. The Secretary of State should be requested to audit them in the usual manner, so that in case any questions arise as to their proper preparation, they may be disposed of at this time, before any money has been advanced by these parties who have been generous enough to loan the State the use of their money to advance the cause of good roads."

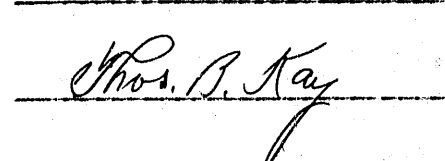
This was carried unanimously, and so ordered.

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

  
 State Engineer.

  
 Acting Secretary.

  
 Chairman



AUG 10 1915



Salem, Oregon,  
August 16, 1915.

Special meeting of the State Highway Commission  
was called at 2:30 P.M.

Those present were Mr. Kay, Mr. Olcott and Mr. Lewis.

This meeting was called for the purpose of taking up  
a proposition from the Montague-O'Reilly Co. for the rental  
of certain equipment in Clatsop County, but inasmuch as  
the information at hand was rather indefinite, no action  
was taken other than to instruct the State Engineer to  
look into the matter further and present the Board with  
more detailed information.

JAMES WITHYCOMBE, Absent

Chairman

*[Signature]*

*[Signature]*

*[Signature]*  
State Engineer

*[Signature]*  
Acting Secretary

Salem, Oregon,  
August 27, 1915.

The State Highway Commission met at 2 o'clock in the  
Governor's office. Those present were Governor Withycombe,  
Secretary of State Olcott, State Treasurer Kay, State Engi-  
neer Lewis, and Chief Deputy State Engineer, E. I. Cantine.

The following resolution was presented by Mr. Olcott:

"Resolved, That the Chief Deputy State Engineer be  
authorized to start a preliminary survey in Douglas County,  
from Canyonville north to the county line, to locate  
definitely that portion of the Pacific Highway, and that  
he be authorized to use such funds as may be necessary from  
the apportionment of 1915 State allotment to Douglas County

This motion was seconded by Mr. Kay and all being favor-  
able, the resolution was adopted.

Letter from Edwards & Lazell, of Portland, was read,  
containing inquiry as to whether the State would entertain  
a proposition to dispose of and sell some of its equipment  
in Clatsop County. Chief Deputy State Engineer, E. I.  
Cantine, was ordered to take the matter up with Clatsop  
County and authorized to take any action he considered  
feasible that might make revenue from the sale of this  
equipment available for work on the Columbia river highway  
in Clatsop County.

Mr. Cantine made a verbal report to the Board on the  
work in progress to date.

Mr. Olcott, also, made a verbal report, covering meeting called in Portland on the 26th inst., to discuss the question of unemployed labor for the winter months, at which meeting, Mr. Olcott, Mr. Cantine, and the Advisory Board were present.

Mr. Cantine was ordered to take up with the Advisory Board the matter of tentative budget covering 1916 road funds, and to present a recommendation to the Commission on or before October first.

The following resolution was offered by Mr. Kay:

"A letter from Mr. John H. Lewis, dated August 26, 1915, being under consideration,

It is hereby ordered, That Mr. Lewis be, and he is hereby, relieved of all duties and responsibilities in connection with the highway work of the State of Oregon, and the Governor is hereby authorized and directed to return to said John H. Lewis a bond in the sum of ten thousand dollars (\$10,000) filed with the Governor.

Furthermore, Mr. E. I. Cantine, is hereby directed immediately to furnish a bond in the sum of ten thousand dollars (\$10,000) for the faithful performance of his duties as directed by the Commission in accordance with law."

This resolution was adopted unanimously.

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

(Signed on next page)

*James Withycombe*  
Chairman

*Ben W. Olcott*

*Thos. B. Kay*

*E. I. Cantine*

Chief Deputy State Engineer

*A. L. Clark*

Acting Secretary

Salem, Oregon,  
September 10, 1915.

The State Highway Commission was called to order at 10:45 A. M., in the Board of Control Room. Those present were:

State Highway Commission:	Advisory Board:
Governor James Withycombe	S. Benson
Secy. of State Ben W. Olcott	J. H. Albert
State Treas., Thos. B. Kay	

E. I. Cantine, Chief Deputy State Engineer, A. L. Clark, County Judge, Columbia County, and Messrs. Standifer and Clarkson, contractors in Columbia County.

Vouchers 192 to 279, except 196, 230, 237, 249 and 253, were presented to the Commission and approved.

Judge Clark presented a plan for the improvement of the Beaver Valley Road and the Rainier Hill section of the Columbia River Highway in Columbia County, proposing that if the State would advance fifty-five thousand dollars (\$55,000) the County would add thirty thousand dollars (\$30,000) which would put the Columbia River Highway through Columbia County in good condition for travel next season. After some discussion it was ordered that thirty thousand dollars (\$30,000) from the 1916 road fund be allotted to Columbia

County for use on the Rainier Hill section, on condition that Columbia County add sufficient funds to put this section of the road in good condition.

The Chief Deputy State Engineer was authorized to make a survey in Douglas County with a view to eliminating grades on the Pacific Highway over the Divide between Douglas and Josephine Counties (known locally as the Glandale Hill), the cost of which to be assessed against those funds allotted to Douglas County from the 1915 state road tax.

Mr. Olcott offered the following resolution, which was adopted unanimously: "Inasmuch as E. I. Cantine, Deputy Highway Engineer, was on August 27, 1915, placed in full charge of the work of the Highway Commission, and all accounts and records in connection therewith, therefore

Be it ordered, that the office of Secretary of State be requested and directed to audit and pay all claims incurred in connection therewith when duly approved by said E. I. Cantine, Deputy Highway Engineer, and the Highway Commission."

On suggestion of Mr. J. H. Albert, of the Advisory Board, the Commission authorized the Chief Deputy State Engineer to visit the Pan-American Road Congress to be held in Oakland, California, September 13 to 17, 1915, as its representative.

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

*J. W. Withycombe*  
Chairman

*E. I. Cantine*  
Chief Deputy  
State Engineer.

*Thos. B. Kay*

*A. E. Ross*  
Acting Secretary.

SEP 10 1915

Salem, Oregon, September 30, 1915.

A special meeting of the Highway Commission was called to order at 10:45 A. M. in the Board of Control Room. Those present were Governor Withycombe, Secretary of State Ben W. Olcott, State Treasurer Thos. B. Kay, Chief Deputy State Engineer E. I. Cantine and the acting secretary. Also Attorney R. R. Johnson and Ross Newport, representing the Newport Land & Construction Company.

This meeting was called at the request of the Newport Land & Construction Company to present their claims regarding a certain contract entered into between them and the County of Hood River for construction work on the Columbia Highway in Hood River County.

After some informal discussion, the Commission confirmed its attitude expressed on a former occasion that it did not consider that it had any jurisdiction in this matter and that the controversy should be handled entirely by the county of Hood River and the Newport Land & Construction Company, with the Highway Engineer acting in an advisory capacity to the County of Hood River.

There being no further business the meeting was adjourned.

*E. I. Cantine*

Chief Deputy State Engineer.

*A. E. Ross*

Acting Secretary.

*J. W. Withycombe*  
Chairman

*Ben W. Olcott*

*Thos. B. Kay*

Salem, Oregon, October 13, 1915.

The meeting was called to order at 10:45 A. M. in the assembly room on the third floor. Those present were Governor Withycombe, Ben W. Olcott, Secretary of State, Thos. B. Kay, State Treasurer, Mr. Leslie Butler and Mr. John Albert of the Advisory board, E. I. Cantine, Chief Deputy State Engineer, and the acting secretary.

The following resolution was presented to the Commission:

"WHEREAS, it is deemed to be a public necessity, by the County Court of Wasco County, at this time to have the survey being made by the State Highway Engineer, continued, from Howena east to the Deschutes River, the same to be a link of the Columbia Highway, and,

WHEREAS, Said County Court desires to have such a road located and planned with the co-operation of the State Highway Commission, therefore,

SEP 30 1915

OCT 13 1915

BE IT RESOLVED, by the County Court of Wasco County that it does hereby petition, the Oregon State Highway Commission to lend to it the services of the State Highway Engineer, to continue the survey that is now being done by Mr. Elliott, East from Rowena to the Deschutes River and to locate a site for a bridge across said Deschutes River giving the approximate cost of said proposed bridge, and to lend from your department an Engineer preferably Mr. Elliott, to associate with our surveyors in making a thorough cruise and locating said proposed Columbia Highway east from Rowena to the Deschutes River to connect with Sherman County, and,

Further, that we would like to have the services of said Highway Engineer in the re-construction and locating of other Highways leading south through the County so that the same could be included in and made a part of the bond issue, and,

RESOLVED, further that the County Court of Wasco County does hereby agree to pay for the preliminary surveys, maps, profiles, and estimates for the survey of the above described roads and bridge, and to pay the Engineer while associated with our Engineers in the cruise for the continuation of the road east from Rowena and the locating of a bridge across the Deschutes River and the survey of the Road above mentioned.

Adopted at The Dalles, Oregon, this 15th day of Sept., 1915.  
County Court of Wasco County, Oregon.  
By F. S. GUNNING County Judge  
F. C. CLAUSEN Commissioner  
R. D. BUTLER Commissioner"

There being no objection, it was approved by the Commission.

Delegations from Wasco, Hood River, Ulatop, Columbia and Willamook Counties were present, setting forth their pleas for a portion of the highway funds. Mr. Steel of Jackson County also made a request for assistance in the securing of a survey for a proposed road from trail to Crater Lake National Park. All these matters the Board agreed to take under advisement, and after careful deliberation, make known their decision.

Vouchers #196-230-249-280 to 311 inclusive, 313 to 361 inclusive were approved for payment.

All delegations having been heard, the meeting was adjourned to meet in the Governor's office at 1:30 in executive session.

The Highway Commission met in the Governor's office at 1:30 P. M., those present being Governor Withycombe, Ben W. Olcott, Secretary of State, Treasurer Kay and Mr. Albert and Mr. Butler of the Advisory Board, and Mr. Gantine, Chief Deputy State Engineer.

The following resolution was adopted unanimously:

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.

That \$10,000.00 be appropriated out of the 1916 levy to be expended on highways in Crook County, having particularly in view the demonstration of the best method of utilizing lava cinders in scientific road construction; said appropriation to be supplemented by an equal amount by Crook County, and the entire amount to be expended under the direction of the engineer of the State Highway Commission.

That the engineer of the Highway Commission is authorized to use any unexpended portion of the Hood River County appropriation on Kuthton Hill.

That the engineer of the State Highway Commission is hereby ordered to embody in all future contracts the requirement that all employees working for contractors on any work embodied in such contracts shall be protected by insurance such as is offered by the State Industrial Accident Commission, and that arrangements be made to cover all employees of the Highway Commission by insurance offered by the State Industrial Insurance Department.

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

*E. F. Gantine*  
Chief Deputy State Engineer.

*A. Ed Ross*  
Acting Secretary.

*James Withycombe*  
Chairman

*Ben W. Olcott*

*Thos. B. Kay*

Salem, Oregon, October 18, 1915.

The meeting was called to order at 1:30. Those present were Governor Withycombe, Secretary of State Ben W. Olcott, State Treasurer Thos. B. Kay.

A delegation from Washington County, consisting of County Judge D. B. Reasoner, Commissioner Rodell Madison, J. W. Thornberg and Mr. Hurley, discussed informally with the Commission the need of highway work on the Rex-Tigardville Road and the road between Hillsboro and Forest Grove. The Commission informed the delegation that Mr. Gantine would be instructed to visit this locality and go over the ground with them and make a report at a later date.

There being no further business, the meeting was adjourned.

(Signed on next page)

E. S. Cantine  
Chief Deputy State Engineer.

A. E. Ross  
Acting Secretary.

James Withycombe  
Chairman  
W. N. Olson  
Thos B. Kay

Salem, Oregon, October 21, 1915.

The meeting was called to order in the Governor's office at 2:30. Those present were Governor Withycombe, Secretary of State Ben W. Olcott, State Treasurer Thos. B. Kay and Mr. Cantine, and the Acting Secretary.

Road matters in Coos County were explained to the Commission by County Judge James Watson, and Mr. Chas. Hall, who stated that they believed if the State would offer some assistance it would be possible to vote bonds to the amount of about \$375,000.00 for road purposes.

No action was taken by the Commission, pending the adoption of a budget for 1916 construction, it being understood that the question of assistance in case Coos County voted bonds would be taken under consideration in the preparation of said budget.

There being no further business, meeting was adjourned.

E. S. Cantine  
Chief Deputy State Engineer.

A. E. Ross  
Acting Secretary.

James Withycombe  
Chairman  
W. N. Olson  
Thos B. Kay

OCT 21 1915

Salem, Oregon, November 11, 1915.

The meeting was called to order by the Chairman in Room 314, all the members being present, also Mr. Albert and Mr. Butler of the Advisory Board, Mr. Cantine and the Acting Secretary.

A delegation of thirty-one people were present representing Clatsop, Columbia, Washington, Yamhill, Tillamook, Lane, Douglas, Josephine and Coos Counties, and given a hearing; also numerous telegrams and petitions from interested communities were presented to the Commission for their consideration in making up the budget.

At 12 o'clock the meeting was adjourned and the Commission immediately went into executive session, all members being present, also the two members of the Advisory Board and Mr. Cantine.

After some discussion, the following order was entered: That the 1916 road fund be distributed as follows:

ADMINISTRATION, including bridges, \$25,000.00

CLATSOP COUNTY 20,500.00

of which amount \$9,000.00 will be expended on the Columbia River Highway for rockings.

COLUMBIA COUNTY 36,000.00

of which \$22,000.00 will be expended on what is known as Rainier Hill west of Rainier. (\$30,000.00 of this amount is the \$30,000.00 mentioned in minutes of State Highway Commission September 10, 1915.)

HOOD RIVER COUNTY 5,000.00

for paying for surveys, which indebtedness was incurred in 1914, reimbursing Mr. S. Benson for moneys furnished by him account of said surveys, in accordance with resolutions adopted by the State Highway Commission January 5, 1914.

HOOD RIVER AND WASCO COUNTIES 45,000.00

This is the amount mentioned in minutes of State Highway Commission, October 13, 1915 and is contingent upon Wasco County voting bonds for the construction of a highway between Hood River and Mosier.

CROOK COUNTY 10,000.00

This is the amount mentioned in minutes of State Highway Commission October 13, 1915.

WASHINGTON COUNTY 11,500.00

\$6,000.00 of this amount is the sum mentioned in minutes of State Highway Commission July 9, 1915 and spent on Rex-Figardville road; balance of this amount is appropriated contingent upon the condition that Washington County appropriate a similar amount, the total to be expended in Washington County under the direction, where and in such manner as agreed upon by the Engineer of the State Highway Commission.

NOV 11 1915

DOUGLAS COUNTY

\$18,000.00

to be expended for the elimination of bad grade on the divide between Josephine and Douglas Counties and at other points under the direction of and where agreed upon by the Engineer of the State Highway Commission.

JOSEPHINE COUNTY

7,000.00

to be expended for the elimination of bad grade on the divide between Josephine and Douglas Counties and at other points under the direction of and where agreed upon by the Engineer of the State Highway Commission.

LANE COUNTY

5,000.00

This amount is contingent upon the condition that Lane County appropriate a similar amount to be expended on the Pacific Highway from the Douglas County line north, and in the elimination of a grade crossing under the direction and in such manner as agreed upon by the Engineer of the State Highway Commission.

JACKSON COUNTY

40,000.00

on Siskiyou Mountains.

FOLK COUNTY

5,000.00

To be contingent upon Polk County appropriating a like amount, the total sum to be expended under direction of and where agreed upon by the Engineer of the State Highway Commission.

TILLAMOOK COUNTY

4,500.00

This allotment is made contingent upon the county appropriating a like amount, the total to be expended under the direction of and where agreed upon by the Engineer of the State Highway Commission.

YAMHILL COUNTY

4,500.00

This allotment is made contingent upon the county appropriating a like amount, the total to be expended under the direction of and where agreed upon by the Engineer of the State Highway Commission.

TOTAL APPROPRIATIONS

\$237, 000.00

Also: That the County Court of Coos County be and hereby is advised that in case said County votes bonds for permanent road construction, to be expended under the direction of the Engineer of the State Highway Commission, that said Highway Commission will appropriate from the 1917 road funds money to assist in said road construction.

On account of the limited funds available at this time, it was impossible for the Board to make an appropriation for highway work in Morrow County.

Vouchers Nos. 110 - 131 - 173 - 312 - 362 to 464 inclusive were approved and ordered paid.

There being no further business, the meeting was adjourned.

*F. F. Cantine*

Chief Deputy State Engineer

*L. Ed. Ross*

Acting Secretary

*James Withycombe*  
Chairman.

*Ben W. Olcott*

*Thos. B. Kay*

Salem, Oregon, November 23, 1915.

The meeting was called to order at 10:00 o'clock, those present being Governor Withycombe, Ben W. Olcott, Secretary of State, Mr. Cantine and the Acting Secretary. Mr. Kay was out of the city.

Mr. E. J. Jeffery, Jr. and Mr. W. B. Shively, representing Jeffery & Bufton, presented to the Board certain grievances regarding the non-payment of moneys which were to have been collected by various people interested in the Rex-Tigardville road. Action on this matter was delayed, however, until such time as all members of Commission could be present and Mr. Jesse Edwards of Newberg could find it convenient to appear before the Highway Commission with Jeffery & Bufton.

There being no further business, the meeting was adjourned.

*F. F. Cantine*

Chief Deputy State Engineer

*L. Ed. Ross*

Acting Secretary.

*James Withycombe*  
Chairman.

*Ben W. Olcott*

Salem, Oregon, December 4, 1915.

The meeting was called to order in the Governor's office at 2:00 p.m., all members being present. The following order was entered: That Mr. E. I. Cantine, Chief Deputy State Engineer, be ordered to employ McNary Bros., Attorneys-at-Law, Salem, to represent the interests of the State Highway Commission before the Supreme Court in the mandamus proceedings recently instituted against John H. Lewis, State Engineer, to compel him to show reason why he should not render final estimate to Peterson & Johnson on a contract which they have with the County of Clatsop for certain construction work.

This being all, the meeting was adjourned.

E. I. Cantine  
Chief Deputy State Engineer

J. Withycombe  
Chairman

A. Ed Ross  
Acting Secretary

W. McNary

Thos. B. Kay

Salem, Oregon, December 11, 1915.

The meeting was called to order by Governor Withycombe in Room 314, at 1:15 p.m., all members being present, also Mr. Cantine and the Acting Secretary.

The attention of the Commission was called to an outstanding indebtedness by Standifer-Clarkson Company to the O. W. R. & N. Company of about \$6,000.00, and a protest was entered by the railroad company's attorney against payment of the final estimate until this matter had been satisfactorily adjusted. Accordingly, the Chief Deputy State Engineer was instructed to get an opinion from the Attorney General to learn whether the surety bond given by Standifer-Clarkson Company amply protected the Commission in this matter, should they make payment to the Standifer-Clarkson Company in view of this protest.

The Chief Deputy State Engineer was also ordered by the Commission to present for payment a voucher in favor of Jeffery & Bufton to the amount of \$1300.00 for work performed on the Rex-Tigardville Road. This to come from the following funds: \$600.00 allotted to Rex-Tigardville road and \$400.00 allotted to Washington County, both from 1916 road funds, and the balance, \$300.00, to be made up from the balance of cash on hand from 1915 fund and administrative funds now on hand; \$1000.00 to be borrowed from 1915 funds left over in the Siskiyou Mountain work and replaced when the 1916 funds become available. Mr. Jesse Edwards of Newberg appeared before the Board and

requested that he be allowed to personally look after some maintenance work which should be done on the Rex-Tigardville road this fall, for which he assumed the responsibility of financing. The Chief Deputy State Engineer was agreeable to this arrangement and the Board so ordered that it be arranged accordingly with the understanding that the Highway Commission assume no responsibility financially in the work which Mr. Edwards might do.

The following resolution was presented by Mr. Cantine and, all members being favorable, was passed unanimously:

"Resolved that the Engineer of the Highway Commission is hereby instructed to notify \_\_\_\_\_ County, that the State Highway Commission and its employees assume no responsibility for the maintenance of the Road or Roads known as \_\_\_\_\_, except as by special arrangements which it may obligate itself so to do, and that the burden of responsibility for the maintenance or up-keeping of said road or roads is in the hands of the county officials of the county, in which said road or roads are located.

"That there may be no possibility of misunderstanding as to the relative responsibility of the State and County for the care and maintenance of said road or roads, the county court receiving this notification is hereby requested to acknowledge receipt."

In connection with the location of certain construction work to be done from 1916 funds near Glendale in Douglas County, the Chief Deputy State Engineer was directed to take this matter up with the Advisory Board and secure a recommendation from them as to their opinion in the matter.

Contingent upon Coos County being successful in voting bonds for road work, the Chief Deputy State Engineer was directed to send an engineer into Coos County in the spring to make a reconnaissance, estimate of cost and report of the proposed routes for trunk lines, payment for this service to come from the miscellaneous fund of \$5,000.00 included as administrative in the 1916 budget.

A letter was read from the United States Department of Agriculture requesting information from the State Highway Engineer as to what position he would take should the United States Department of Agriculture be called in for assistance on road work in Coos County. The Commission went on record as being unanimously against such an arrangement, which they considered would lead to unnecessary confusion.

Vouchers Nos. 465 to 543 inclusive were presented and passed for payment. Voucher No. 541, in favor of Standifer-Clarkson Company of Portland for \$15077.07, included in the above, was passed on by the Commission only with the understanding that it would not be presented for payment until such time as the 1916 road fund allotted to Columbia County became available, a portion of which would be in May, 1916 and the balance in December, 1916.

Voucher No. 542, in favor of Standifer-Clarkson Company, Portland, for \$3308.13, was passed by the Commission only with the understanding that it would not be presented for payment prior to December, 1916, when road funds for the year 1916 become available to cover this claim, neither of the above two claims to bear interest.

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

E. I. Cantine  
Chief Deputy State Engineer.  
J. W. Withycombe  
Chairman.  
G. Ed Ross  
Acting Secretary.

Thos. B. Kay

Salem, Oregon, December 21, 1915.

Special meeting was called to authorize E. I. Cantine, Chief Deputy State Engineer to enter into an agreement for the Commission with Standifer-Clarkson Company of Portland, to do certain work in Columbia County, confirming informal agreement entered into September 11th, 1915, and covering what was virtually the extension of a former contract, Standifer-Clarkson Company had with County of Columbia for construction work on Columbia Highway.

Commission was unanimously in favor of giving this authority and no further business coming before them, adjourned.

G. Ed Ross  
Acting Secretary.  
J. W. Withycombe  
Chairman.  
Ben W. Olcott

Thos. B. Kay

Salem, Oregon, January 5, 1916.

The meeting of the State Highway Commission was called to order at 2:30, all members being present, when the following resolution was presented, and so ordered: *Mr. Olcott did not vote - stating the matter was immaterial to him.*

"WHEREAS, in the case of Peterson and Johnson vs. John H. Lewis, State Engineer, the Supreme Court permitted the State Highway Commission to appear by counsel and be heard, and

"WHEREAS, by the decision rendered in that case some important issues involving the relations of the State Highway Commission and the State Engineer were left undecided, and

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"WHEREAS, it is our judgment that a full determination of all the matters and points involved would be of inestimable value both to the State Engineer and the State Highway Commission,

"THEREFORE, BE IT RESOLVED that the State Highway Commission request and authorize its legal representatives, John H. McNary and Charles L. McNary, to petition the Supreme Court of the State of Oregon further to adjudicate the issues presented by said case to the end that further uncertainty in the law may be avoided and the rights and duties of all concerned settled beyond dispute."

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

G. Ed Ross  
Acting Secretary.  
J. W. Withycombe  
Chairman.  
Ben W. Olcott

Thos. B. Kay

Salem, Oregon, January 11, 1916.

The meeting of the Highway Commission was called to order in the Board of Control room at 2:00 p.m., those present being Governor Withycombe, Ben W. Olcott, Secretary of State, Chief Deputy State Engineer E. I. Cantine, and the Acting Secretary, G. Ed Ross. Mr. Kay was absent from the State.

A number of communications were read on various subjects on which no action was taken.

The question of maintenance of roads was taken up and the Chief Deputy State Engineer instructed to correspond with Jesse Edwards of Newberg, regarding the maintenance of the Rex-Tigardville road, it being the understanding of the Commission that Mr. Edwards had stated at a previous meeting that he would assume this duty.

McCargar, Bates and Lively and others appeared before the Commission making a protest against the order entered on October 13, providing for all employees on highway construction work coming under the protection of the Workmen's Compensation Act. The State Industrial Accident Commission were represented by all three members. After some discussion, the matter was taken under advisement by the Commission.

Authority was granted the Chief Deputy State Engineer to print one thousand copies of his annual report, the expense being estimated at \$300.00.

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