Fiftieth Anniversary Edition, 1901-51

FORTY-FOUR PAGES

The Concrete Herald

VOLUME XXXXX — CONCRETE, SKAGIT COUNTY WASHINGTON, JUNE 21, 1951. — NUMBER 25

THIS AND THAT

By H. L. D.

The "Edition"

When you receive the Herald this week you will not only receive your weekly news, but as complete a history of the upper valley as it was possible to compile from every source of material available to us. Your editor started gathering his first material over six months ago and in the past month began putting into print, printing about one eight page section a week until this week when the last section made up into twelve pages—a total of forty-four pages in all.

Special wrappers were printed so that papers traveling to other parts of the state and nation have a distinctive yellow cover proclaiming the 50th Anniversary Edition.

We of the Herald staff hope you like your edition. It was a lot of work but we feel we can be proud of what we accomplished.

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New Daughter

Mr. and Mrs. Roy Pyatte are welcoming another daughter to the family this week with the birth of Marilyn Jo at the Memorial hospital in Sedro-Woolley on Tuesday, June 19th. The baby weighed seven pounds, twelve ounces.

• • •

Here For Funeral

Mr. and Mrs. Tommy Thompson of Washtucna, drove over to attend the funeral of Arthur Newby on Tuesday. They will visit here for a few days before returning home.

• • •

Married At Mt. Baker Church

Ivan Dexter, son of Mr. and Mrs. Ralph Dexter of Birdsview, and Katherine M. Wise of Mount Vernon were married at the Mt. Baker Church here on Tuesday. Rev. Robert Riffle officiated. The young couple were attended by Warren Dexter, brother of the groom and Mrs. Betty Larsen of Birdsview.

• • •

Rebekahs Meet

Next Tuesday evening will be the last meeting of the local Rebekahs for the summer season. They will not meet again until September. All members are asked to be present at the meeting to help plan the annual picnic and take care of any other matters that may come up.

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Entertains Noble Grands

Mrs. Clara St. John will be the hostess at the regular monthly meeting of the Past Noble Grands club at her home this Thursday evening.

• • •

New Daughter

A baby girl, who has been named Carolyn Lynn, was born to Mr. and Mrs. Marion Turner at the Memorial hospital last Thursday, June 14th. She weighed six pounds and eleven ounces.

• • •

Lion's Club Picnic Sunday

The members of the Concrete Lion's Club will hold a combined family picnic and work day at the end of the Cascade road Sunday. The members plan to spend most of the day working on the rebuilding of Gilbert's Cabin, a civic project they had had under way for some time.

Any others interested in helping on the cabin restoration are welcome to come.

• • •

Buys Spokane Motel

Kenneth Fry, former resident of this city, and more recently with the Shell Oil Company in Seattle and Spokane, has purchased the William Tell Motel and service station in Spokane. Purchase price of the property was listed at nearly $100,000.

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PO[illegible] OUTAGE

Bert Hanstead of the Puget Sound Power & Light Co. has issued notice that there will be a two hour outage on local power from 6:00 to 8:00 a. m. this Sunday, June 24th.

The power will be cut off to give the repair crew an opportunity to do some needed work at the substation.

• • •

Mr. and Mrs. H. Prater were at Dewey Beach over the week end.

ANNIVERSARY EDITION BIGGEST HERALD PRINTED

Herald Staff Extends A Vote Of Thanks To The Helpers On Edition.

In any undertaking such as this anniversary edition, while the work of writing and collecting the material may be that of one man, the aid that makes it possible comes from a lot of sources. In our case we are humbly grateful for an number of "assists" from quite a variety of helpers.

For pictures we are indebted to Joe Kemmerich, Richard Thompson, E. V. Pressentin, Gordy and Frank McGovern, Lyle Stow, the Superior plant, Sadie Cudworth, Herman Rohde, C. B. Mason, Carl Monrad, Ross Zongrone, Al Gardinier, M. E. and Elmer Larsen. A number of others brought in photos we were unable to include .

Modern Interior shots were taken by Con Barr of Mount Vernon, and the Herald. Most exterior shots of present day scenes were taken with the Herald camera. Engravings of the photos are by Everett Photo-engraving Co.

For material we thank the old timers who have by-lined stories in this edition, the others who told us of stories to write. A good amount of factual data came from the Skagit-Snohomish history of 1906. H. Phil Brandner of the U. S. Forestry Service kindly lent us their complete file of historic data, which contained many fine stories of the early settlers. Other material came from the files of the newspapers and research work through all the old records we could find.

As for the balance of the issue—the advertisements—we are happy with the fine response and the excellent cooperation we received in arranging and preparing them. We and the advertisers have tried to make them interesting and in keeping with the historic theme.

Preparation of this edition has taken all the spare time of the Herald crew for the past six months. Much of the linotype material and a share of the ads were set by Art Dwelley. Proof reading and research assistance was the job of your assistant editor. Mrs. Art Dwelley contributed her share in the gathering, folding and mailing which likewise employed the rest of the crew in this last week.

It was a big job for a small shop and we are glad that the next excuse for an anniversary is at least ten years away. At that the edition of 1961 should be even better.

ISSUE NOT WITHOUT THE USUAL ERRORS

The Herald has no illusions of compiling so complete a historic account of the Skagit valley without being wrong on a few of the details. Most articles are checked and double checked with accurate sources. Others are such that we had to rely on the memory of folks who saw or heard about the events many years ago. Time changes a lot of stories—usually for the better in telling at the cost of accuracy. We ask your indulgence on these points but will also be glad to hear of any serious errors so that we may correct them for future reference.

Herman Rhode In Picture

We have already found two serious errors in the second section. One is the misspelling of the name of Gilbert Landre, builder of Gilberts cabin. Landre is correct—not Laundrea. The other is one that is causing us much embarrassment as we found a very enthusiastic helper in Herman Rohde of Marblemount. Rohde came to this area in 1910 as a packer and traveled every trail in the upper Skagit for many years. After talking him out of the interesting picture of Rowland's cabin, the picture was printed only to find that somewhere in the process the genial guy, second from the left was labeled Walt Rhode, instead of Herman. Even mispelled

(Continued on page 12)

Two Deaths Shock Valley

Resident of the Marblemount community were shocked Saturday of last week by the sudden passing of two well-known and well-liked citizens, Arthur C. Newby, lifetime resident of Marblemount, died of a blood clot Saturday morning; that afternoon Ralph Straight suddenly became ill and passed away.

Funeral services were held in Concrete on Tuesday for Mr. Newby and on Wednesday at Hamilton for Mr. Straight. Both services were attended by almost everyone in the upper valley communities, showing in what high regard the two men were held.

Arthur C. Newby

Arthur Newby was born in Marblemount Sept. 29, 1894 and lived in that area his entire life. He is survived by his wife, Martha; two sons, James A. of this city and Bill of Marblemount; a daughter, Mrs. Ellamae Wright of this city. There are three sisters, Mrs. Henrietta Mae Fisher of Auburn, Mrs. Maude Briggs of Everett and Mrs. Myrtle Hart of Seattle; one brother, Albert of Bellingham.

He was a member of the Sedro-Woolley Masonic lodge and the Seattle post of the American Legion.

After services conducted here by Rev. Riffle Tuesday, burial was made in the Evergreen cemetery at Sedro-Woolley.

Ralph Straight

Ralph Straight, 36, was born in Hamilton January 31, 1915. For the past several years he had been making his home with the Hooper family at Rocky Creek and was a logger.

He was a veteran of World War II. He is survived by his father, James Straight of Sedro-Woolley; two brothers, Aro H. Straight of Hamilton and Clarence Straight of Sedro-Woolley; two sisters, Mrs. Elizabeth Wyatt of Birdsview and Mrs. Ellen Smith of Canyonville, Oregon.

Funeral services were held at the Hamilton church with Rev. Carlos Schafer officiating. Burial was made at the Hamilton cemetery.

Donald Keith Weds Everett Girl June 10th

Donald B. Keith, son of Mr. and Mrs. C. B. Keith of this city, was married in Everett on June 10th to Miss Floria A. Nelson, daughter of Mr. and Mrs. Harold F. Nelson of that city. The wedding was performed at the home of the bride's parents by Rev. C. Elroy Shikles, pastor of the First Baptist church.

Following their reception the couple left on a wedding trip to the Olympic penninsula. They are now making their home in Everett.

Van Horn Mill Burns To Ground

RUSDICK MILL AT VAN HORN

Blaze Starts In Fire Room —Entire Mill Afire In Matter of Minutes.

An early morning fire at the Rusdick Mill at Van Horn cost the community a valuable payroll Wednesday when the mill was burned to the ground. Estimates of the loss are upwards of $100,000 in mill equipment and finished lumber, and around $9,000 a month in payroll. The mill was completely covered by insurance and present plans are to rebuild as soon as possible.

The blaze started in the furnace room and was discovered by the watchman about 4:00 a. m. He had wet down the mill platforms and other danger spots as usual during the night, but when the fire broke out he was unable to start the pump. By the time he had roused the residents nearby the entire mill was a raging inferno. The state fire crew arrived on the scene early but also had pump trouble and it was not until the Concrete pumper was secured that any appreciable water was put on the fire.

The local pumper, having its first real workout, proved an excellent fire-fighting machine and is credited with saving several thousand dollars worth of lumber. The mill was too far gone to be saved within a few minutes after the blaze was discovered, so no effort was made to control it. Office buildings and other small structures were saved.

Besides all mill machinery, one box car was burned and thousands of feet of lumber ready for shipment, including one pile of timbers headed for South Africa. Spar trees and logs cold-decked beyond the pond were untouched .

The mill is owned by Russel Ross and Richard Buffelen of Tacoma, who flew in Wednesday morning to check their loss. They gave Fred Desseau, local manager, orders to continue cold-decking logs and to plan on rebuilding.

The mill was taken over by the present owners in 1945 and had a capacity of 30M B.M. of logs for an 8-hour shift. They specialized in finished dimension lumber.

Cascade Day Plans Forming

This year's "Cascade Days" celebration, while being boiled down to a two day event, will have all the top features of the past years. At the celebration meeting in the Legion hall Tuesday night it appeared that the plans for the show are well under way.

Featured again will be the Loggers' events. Also on the program will be the usual Kiddie's Parade, Jalopy Races, two dances with Put Anderson tentatively scheduled for one night and Mel McKee for the other. Both the Sheriff's Posse and Skagit Riding Club are to perform and appear in the big parade. A comedy feature will be the Fire Department's water fight with the Darrington department. The forest service and state forestry will also go into competition in a hose-laying event.

Special plans are being made for the Queen Coronation to be held Friday night, Aug. 10th.

The carnival this year will set up on the school field, rather than up-town. A fine group of rides are promised.

Jack Hoover is heading the celebration committee this year as general chairman.

Bear Creek Bridge

The county crews have completed installation of a new bridge at Bear Creek on the Baker Lake road. The highway is now in good condition for holiday travel to the lake.

James Prendergast Takes Plywood Co. Position

James Prendergast, former superintendent of schools here who resigned his position this spring, is going into industry for the next phase of his career. He has signed with the Farwest Plywood Co. of Kenmore as bookkeeper and left this week to start work. The plywood company is a cooperative venture.

Mr. Prendergast had been with the local school for the past three years, during which time he has devoted much of his time to the financing and building of the new high school plant. He was instrumental in securing a $160,000 grant from City Light of Seattle for the new building.

The present outstanding music program is one of his foremost interests in the school program.

Loggerodeo Set For 4th At Sedro-Woolley

New features for fun and entertainment have been scheduled for Sedro-Woolley's annual four-day Loggerodeo celebration July 1, 2, 3 and 4. The Rainier shows will be in town for four days of carnival attractions, Jalopy races are on the program Sunday and Wednesday and baseball games will be played each evening from the 2nd to 4th.

On Monday the Wallace & Clark circus will be held with a kiddies parade in the morning. Tuesday is the logger's contests and on July 3 and 4 the afternoons will be taken up with two compiete RCA approved rodeos.

Looking Ahead

Editor Dwelley of the Herald points to the new bridge that will soon span the Skagit river at The Dalles, just south of Concrete. However, don't try to drive across it tomorrow or the next day because the bridge you see in the picture is just a drawing. Contractors have been at work on the project for the past six months and expect to have the steel in place before fall. Final contract on the approach roads will be let today in Olympia. The bridge will eliminate two ferries upon completion—eventually will also make inactive the ferry at Birdsview.

Garden Show Is Best Yet

Everyone who attended the Flower Show presented by the Upper Skagit Garden Club last Friday agreed that it was the best that has ever been put on in Concrete. Over one hundred and thirty people came over to the school auditorium to see the flowers, arrangements, corsages and table settings made by the local women.

The decorating committee had turned the upper part of the auditorium into an outdoor garden. At each side of the stage bricks were placed to represent an outdoor wall, and inside these were placed trees, flowers, moss and foliage. On the left side an outdoor table and chairs made an inviting looking spot. Long tables placed around the room held the flowers on display, interspersed with decorative table settings. Panels on the walls held the corsages made by Mrs. Andrew Miller.

The tea table was very prettily decorated. A lace table cloth covered the table and the centerpiece, made by Mrs. Angus Dunn, was a blue glass bowl containing a flower arrangement in pink and blue. Candle holders matched the bowl and held tall pink tapers. Mrs. Dunn and Mrs. Anna Woodworth poured.

A table setting representing a brides table was also arranged by Mrs. Dunn. On a white linen cloth were set a very pretty china service with a centerpiece of white carnations, roses and peonies with flanking white candles.

A child's party table was arranged by Mrs. George Nims in a bright motif. The small table was covered with a green paper table cloth. Colored baloons were fastened at each place and clown cups added to the party theme. The table was

(Continued on page 6)

The Concrete Herald

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CHARLES M. DWELLEY, Editor and Publisher
HELEN L. DWELLEY, Associate Editor
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Fifty years is a long time to a youngster but to the older folks it seems sort of a half-way mark. A time to stop for a breath and turn to look backward down the trail we have traveled and to contemplate the good things that have happened along the way. Good things are best remembered, but the bad things are also a part of life and often carry more significance in forming a society and building a community. To say that the past years have been kind to the upper valley would not be entirely correct. Many of our communities have seen better days in past boom times, have wilted perceptibly when a boom died away. Yet thru these turbulent periods there have been the high hopes and the still unfilled promised of a greater tomorrow to come. Some of our greatest resources are still untouched, our scenic beauties are becoming more accessible. There is a future in store for us and even if it comes in steady, normal employment for years to come it will be all right with us. Like a great many other people who have been trapped by the spell of our pleasant valley, we kind of like it as it is. A few more pleasant neighbors, perhaps, and some improvement in conveniences, but no huge, sweeping boom that will supplant the joy of living with the necessity of keeping abreast of the surge. So this week, take a backward look and enjoy the memories of the "good old days." Then tuck this paper away for future generations to marvel at when you and I have become the old-timers and the characters of a faintly-remembered day.

We feel a little guilty at not being able to tell the story of every pioneer family in the upper Skagit, as there were many deserving of mention for their hardy, frugal life in hacking a home from the wilderness. The list was far too long for our small condensation of 50 years into 42 pages, so we have picked a few whose stories are typical. That doesn't mean we have forgotten the Peter Larsens, the Alex Parks, the Olsons, the Barretts, the Hoopers, the Gees, the Savages and hundreds of others who came and stayed to make our valley what it is. We do believe their stories should be written and we would welcome the information for a full historic "profile" as feature material for future issues. They all had wonderful tales to tell and these should not be lost.

Left to his own devices a man could live a happy life of natural laziness. Instead some nervous individual has invented ambition and prosperity.

Science is still proving known facts. Surgeons removed half of a woman's brain and are happy to report she can still talk.

The dotted line may be the quickest route between income and desires but those jolty payments are an awful nuisance.

If the best things in life are free we must have had 'em already.

Edward Aldridge Was First Merchant Here

Herald, July, 11, 1929—Edward Everettt Aldridge, one of the pioneer residents of Concrete, passed away at the Burlington hospital on Monday. Mr. Aldridge was born in Providence, Miss., June 11, 1858, and while a lad moved with his parents to Arkansas, where he made his home until about 1890, when he came to Washington. In In 1900 he came to the village of Baker and with his brother, W. M. Aldridge, opened the first store here. At this time there were only about fifty people here and the main business of the store was outfitting the pack trains for the upper Skagit and Baker rivers. The brothers played an active part in the early development of the community, and were always hard workers for the benefit of the public. After the death of his brother the store was sold and he moved to his farm south of the Skagit, where he made his home until his death.

Raising Of Baker Dam Made It Highest In World

Herald, May 19, 1927 — A few months ago the Puget Sound Power & Light Company started work on raising the height of the big power dam on the Baker river, just north of town, and this work is now nearing completion. The dam has been raised 33 feet from the former level and is now 293 feet high. While the new work is only a small portion of the total height of the dam, it just about doubles the water storage capacity of the dam, the total being increased from 70,000 acre feet to 130,000 acre feet. The addition also makes the dam the highest concrete structure of its kind in the world.

Herald, August, 8,1929—An old landmark of the upper Skagit, the H. B. Brown Inn and mining claim at the mouth of Ruby Creek, was sold this week to City of Seattle for $15,000. The claim is located near the site of the proposed Ruby Dam.

Herald, Jan. 20, 1927 — The Puget Sound Power & Light Company closed a deal this week for the purchase of the Carl Johnson home stead on the upper Baker. The tract purchased is located near the head of Lake Shannon and will be overflowed when the lake is raised 30 feet.

Thought for today...

"There is no trade or employment but that the man following it may become a hero."
—Walt Whitman

For moderate refreshment...

Light OLYMPIA "It's the Water"

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—Ebert-Kinsey Collection

VANZER HOMESTEAD This pioneer homestead shows a typical clearing in the Skagit valley in the early days of settlement. A rough cedar cabin served until the land was cleared and until prosperity demanded a bigger and better home. The picket fence shows real progress and a promise of much improvement to come. Letters on the door frame were found to spell out "Vanzer Home"—no other data available as to location or year the photo was taken.

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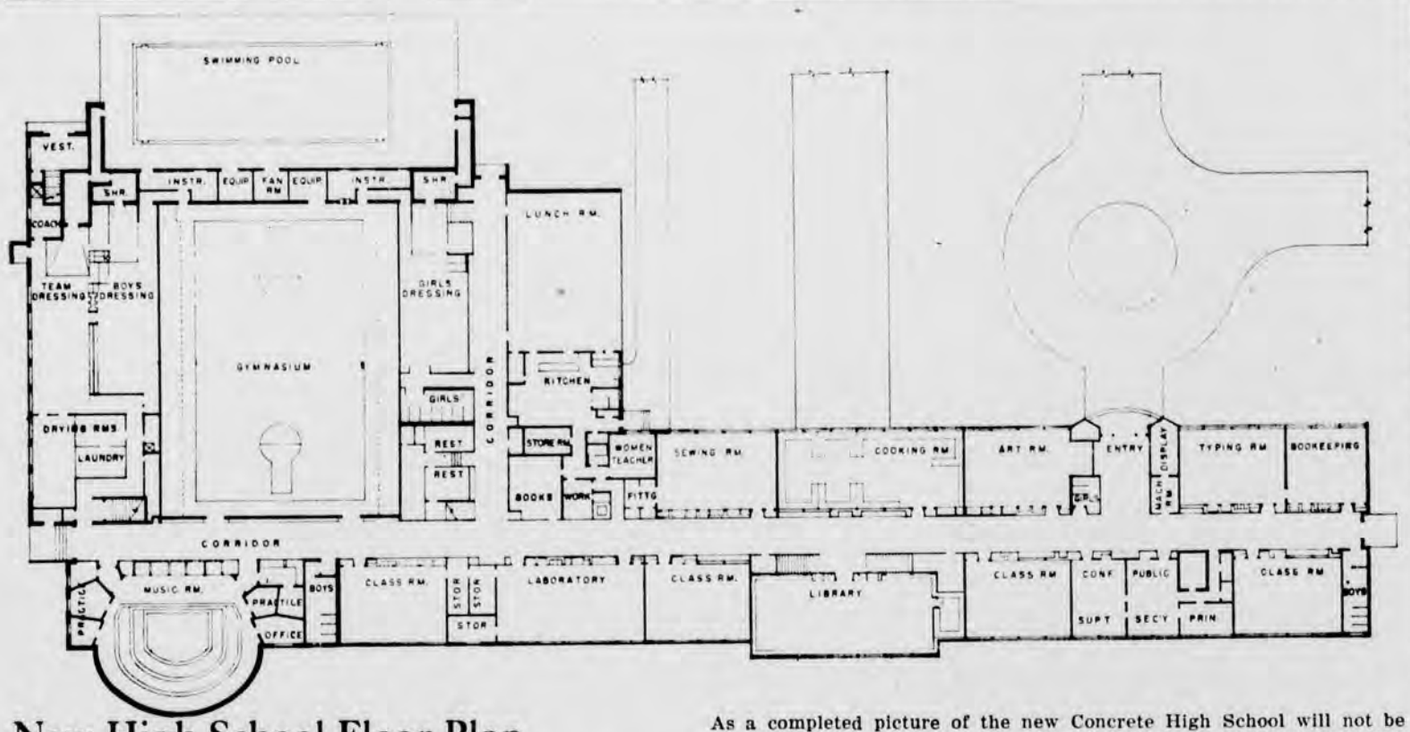

New High School Floor Plan

showing the layout of the rooms. The architects for the building are As a completed picture of the new Concrete High School will not be possible for this issue, we have done the next best with a floor plan Reuger Bros. of Tacoma. It is estimated that the completed cost will be approximately $650,000. The greatest portion of the money was raised locally by increased tax levies. City Light and the State also contributed substantial amounts to fill out the budgeted needs for building and equipment. It is to be ready for school opening this fall.

Sauk-Monte Cristo Road Was Private Building Project

It was Fred and Jack Willman who discovered the Monte Cristo gold in 1889 in an area so inacessible that it seemed that it would be impossible to get a railroad into their claim. They finally started down the Sauk river and established a trail as far as Sauk City, the then promising community at the confluence of the Skagit and Sauk.

They tried for some time to interest either Skagit or Snohomish county in a road from Sauk City to Monte Cristo, but finally had to form a private company (Ewing-Willman) to build the road themselves. The wagon road covered a distance of 60 miles and the entire cost was bourne by the mining men. The road was completed in 1891 and many homesteads were set up along the route. By 1885 no less than 20 homesteaders had settled between the Whitechuck and the North Fork of the Sauk.

A trading post along the route was called "China". The story behind the name was that Mrs. Moorehouse, one of the five women settlers there, came in over the road from the Skagit with her husband. Finally, just below the Forks, she stopped exhausted and exclaimed, "This must be China. I can't go any farther."

In 1893 the railroad came into the mine up the South Fork of the Stilliguamish and the old road fell into disuse and finally became impassible. Parts of the old road still may be seen along the present Sauk highway.

Marshal Is Meanest Man

Prohibition day story of Feb. 28, 1924 (by A. J. C.)—A few days ago a call came from a certain party up the line that some school boys had discovered a keg of "dynamite.' 'Jim Owen made a hurried trip to the burg and returned to Concrete with the keg. Through pure cussedness, and we don't know of any other reason, instead of stopping at the jail and unloading the keg, he drove up near the Lisherness garage and parked his car. He took the keg out of the machine and packed it back to the jail. While he was carrying on the show a crowd of old topers were watching his every movement with tears in their eyes. My gawd, in a dry town like this, five gallons of dynamite staring them in the face and not a drop to drink. Any one of them would have given his left eye to have been given the opportunity to stick a straw thru the bung-hole of that keg. The present city marshal is the meanest man in town—them's our sentiments. Home, James.

A. J. C. was Mr. Collins, writer and part-owner of the Herald for many years.

FIRST CIRCUS IN 15 YEARS HERE JULY 1

This announcement is hailed with delight by the juvenile element, while some of the "older boys" are already looking about for their neighbors nephews and nieces and saying they will probably have to go and take the children to see the Wallace & Clark Wild Animal Circus, but deep down in their hearts they know they would not miss the circus if there was not a small boy within a thousand miles of Concrete on circus day, July 1st.

Many new and novel features will be presented this season by the circus, daring aerialists, wire walkers, equilibrists, funny clowns, performing ponies, high school and liberty horses, ponderous elephants.

Included in the animals that will be shown here is a giant hippopotamus from the river Nile, which weighs over four tons. A special invitation is exnteded to all to visit the show grounds early on circus day, when the cages will be open to the public so that they may view free the feeding and watering of the animals.

There will be one show only in Concrete, Sunday afternoon, July 1.

The giant hippopotamus mentioned was captured on the upper Nile by Henry Trefflich, wild animal dealer and it arrived in Los Angeles March 15th of this year. It is it's first year with the circus.

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Hot Stove League Headquarters McGovern Auto Repair, operated by Gordon McGovern, is the modern-day hangout for Concrete men-folk who in other years would be sitting around the general store. Gordy has spent almost his entire life in this community and spins interesting yarns of the old days. Around his stove most present-day issues of politics, religion or any subject in the world are given full consideration with spirit and enthusiasm.

Readers Liked Story Of Duke

No special edition is good without at least one dog story. The Herald has one that has become a classic, written March 20, 1947 about Earl Robertson and his dog, Duke. So many requests have come in for copies of the story that we are reprinting it as the dog story for the past fifty years.

"Duke, one of the best cougar dogs to hit this country, was killed Sunday by a huge female cougar in Welkers Creek after he had treed and watched the kill of the male cat by his owner, Earl Robertson.

As Earl put it, Duke had been begging for a week to go hunting so Sunday they took off up Lake Shannon early in the morning for a run after bob cats. Shortly after they got out of the car near Welker Creek Duke scented something and set off on the run.

Soon Earl heard his bark high up on the hill and he started toward the sound. When the dog began to bark "tree" his master joined him and spent quite a while resting and looking around before he started looking for the bob cat in the big hemlock. Duke was impatient and nipped his master several times to get him going. When he did start looking for the cat he found it was not a bob cat, but a nine-foot male cougar.

Duke, Earl and The Kill

After several shots with his .45 pistol, the big cat came tumbling to the ground. As Earl started to skin it out Duke took off again and was soon hard on the trail of another cat.

This time it was a big female, evidently the mate to the one just killed. Earl saw it several times fought to shake the dog from its from a distance as it roared and trail. Finally the cat stopped on a big log, at bay. The dog jumped to the log, too, but dodged back to the ground as the cat attacked.

Earl was about 75 feet away, coming up fast, when the dog made a quick pass under the log for another feint at the cat. As he came out from under the log, the cougar leaped on his back and bit him behind the neck.

When his master got to him, Duke was laying helpless with a broken neck and crushed ribs. He had time to look up and lick his master's hand before dying. The cat had escaped.

Duke, who had been in on the kill of over 20 cougar in his four years of life, was a red and tan hound bred with the fighting and hunting instinct in his heart. He would rather tackle a cat four times his size than chew a marrow bone and was only happy when on the trail. His only pal was his master, who shared his love of the excitement of the hunt.

Duke was buried under a big hemlock near his hunting ground. And if on some cold winter night the faint "tree" voice of Duke is heard in the wind, it will probably be that some cat has taken refuge above his grave. Duke would not like that, unless he could tell his master.

U. P. B. D.

One of the leading merchants in this city a few years back conceived the idea of a slogan for his store—"Universal Provider, Bargain Dispenser," an carried the intriguing letters weekly in his ad—one initial in each corner. He finally gave up when it became mischieviously rumored around the town that the letters really meant "U People Be Damned."

Comfortable Motor Coaches

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CONCRETE'S POPULAR EATING PLACE

Short Orders Dinner Orders Sandwiches

Delicious Steaks, Chops and Chicken

Cocktail Bar In Connection For Your Enjoyment

RUDY and HULDA JOHNSON

Modern Grocery

Besides being the oldest grocery store in the city, Carl Monrad's is also the most up to date. The popular shopping center was given a complete remodeling a few years ago and emerged as the sparkling, neat store shown above. In the picture are Edgar Monrad and Fred Bianchini, half of the stores usual crew. Missing and Mr. and Mrs. Carl Monrad who didn't happen to be one the scene when the picture was snapped.

CHURCH NOTICE

REGULAR CHURCH SERVICES OF THE MT. BAKER PRESBYTERIAN CHURCH

SPECIAL SERVICE this Friday night, June 22, 8:00 p.m.. Six young people who have been assisting the local church in visitation work this past week will be in charge. Music will include accordian, violin, horn, piano and vocal selections by this talented group. Everyone welcome.

Sunday School — 9:45

Morning Worship — 11:00 Music by our visiting group of young people. These two young men and four young ladies are part of a group of 50 called "God's Invasion Army". It is made up of young people from all parts of the United States and Canada, who give up their jobs and positions for one year to serve God by going into different communities and helping the local church in personal visitation work. The group working in Concrete include Gordon Sundberg from Minnesota, Mike Rucinski from upper Michigan, Dorothy Whitacre from South Dakota, Ingrid Ericson from Chicago, Ill. and Vicki Balcom from Nebraska.

Senior Youth Fellowship — 5:00

Junior Young People — 5:30

Evening Service — 7:30 Inspirational song servise. Closing service with "God's Invasion Army" group.

Thursday — 7:00 Choir practice. Prayer and Bible study at 8:00.

RURAL ROUTE STARTED BY FLOYD SMITH IN 1931

January 29, 1931—Concrete Rural Route No. 1 is now an established fact and the mail will make its first delivery on the new route next week. The returns of the recent civil service exams for carrier on the route have not ben received but Frank McGovern, local postmaster, was authorized to appoint a temporary carrier. He has picked Floyd Smith, one of the nine taking the examinations, for the job. Mr. Smith has been one of the strongest boosters for the route and it was largely through his efforts that it was established.

Herald, Feb. 23, 1927 — George Ingles, one of the oldest residents of the upper Skagit valley, passed away after an illness of about a year, death being due to infirmities of old age. He was reputed to be over 100 years old and was hale and hearty up till about a year ago. He was one of the first settlers of Marblemount.

World's Largest "Blood Sweating" Hippopotamus From The River Nile. Alive & Weighing 4 Tons !

Be Sure & See The Feeding of The Big Hippopotamus & The Other Wild Animals at 10 a.m. at the Showgrounds on "ALL FREE - NO CHARGE"

CONCRETE

Sun. July 1st

School Ball Ground

AFTERNOON SHOW ONLY

FOR RENT

SANDER and EDGER

Sander, per day 3.00
Edger, per day 1.50
Both Sander and Edger per day 3.50

WAXER—2-brush type, day $1.50
LINOLEUM ROLLER, per day $1

The day begins at 8:30 a m and ends at 8:30 a. m. the next morning. Any part of this period is considered a day.

CASCADE SUPPLY

Used Cars

BEST DEAL IN SKAGIT COUNTY!

ALL MAKES—ALL PRICES!

WHEN YOU WANT A USED CAR

SEE BERGLUND MOTORS FIRST!

Sig Berglund

Phone 2591 Sedro-Woolley

YOUR LOCAL FORD DEALER

Did You Know That Your Protection On A Piece Of Equipment Depends To A Large Extent On One or Both of The Following Factors?

NEARNESS TO PLACE OF BUSINESS

It's the duty of a dealer selling a piece of equipment to service it under the warranty. If a part is found defective when "and if" the service call is made the manufacturer usually replaces the part but does not reimburse the dealer for his time or travel expense. Two trips are usually involved, one to find the trouble and the second trip to make the change. This costs the dealer in cases where the distance is, say 25 miles, at least $8 in travel expenses if two trips are made and at last $12.00 for the time of his service man. **It doesn't take long at $20.00 a service call to sour some dealer on a deal.**

HOW LONG WILL THE SELLER BE IN BUSINESS?

It is important to ask yourself this question. Since the owner of this business has been in Concrete there have been ten different places where appliances have been sold. **Count them now.** This condition is by no means true just locally but it holds true to a greater or lesser extent in other communities. In many places even though there is an appliance store at the same location the ownership has changed hands several times. In such cases the new owners seldom if ever take on the obligations of a previous owner.

This business has been under the same ownership or management for nearly 10 years and will probably remain so for many years to come. The warranty periods vary from one to ten years on the whole appliance or on certain working parts thereof, so it is important to have the dealer around when anything goes wong. We stay with the purchaser as long as he has the equipment and long after the warranty is up. We charge for such service, however, but it much less because we are "on the ground."

We never feel that we are through with you when we have sold you a complete kitchen deal that will last for years. We expect to do business with you, say on pots and pans, for many years to come so want to keep your good will with friendly service.

C. C. BAUGHMAN, Owner

CASCADE SUPPLY

Concrete

The Biggest Store East of Skiyou

See The Loggers Compete!

at Concrete, Aug. 10-11

Heskett-Arnold Post. 132, American Legion's Fifth Annual

Cascade Days Celebration

Logger's Contests Jalopy Races
Sheriff's Posse and Riding Club Drills
Parades Bands Dances Fireworks
Queen Coronation Ceremony

TWO BIG DAYS

STARTING NEW HIGHWAY Shown here is the start of the new highway which is now being enjoyed by motorists of the valley. The scene is the beginning of the cut and fill that eliminated the Rock Cut hill. The road to Concrete is now a wide, modern highway with heavy oil surface and practically no grade at all. Oiling was completed last week. Guard rails and now in place and painted.

Garden Club Shows Is The Best So Far

(Continued from page 1)

centered with a cake frosted in green.

As each person came into the room to view the show they were asked to sign the register and then were presented with a tiny corsage made of small flowers backed with tiny doilies.

Among those who contributed flower arrangements were Mrs. A. Miller, Mrs. Lloyd Seabury, Mrs. W. A. Gardinier, Mrs. Lynn Garretsen, Mrs. Angus Dunn, Mrs. Alta Scott, Mrs. Sofia Craven, Mrs. Wm. Cupples, Mrs. Woodworth, Mrs. I. B. Evensen, Mrs. Dwelley and Mrs. Jerry Clements. Mrs. Anna Woodworth presented an outstandng collection of miniature arrangements.

It is not possible to give the names of all who contributed the flowers that made the show such a success but the club would like to extend their thanks to every who helped the show in any way.

SCHEDULE SET FOR SUMMER BAND WORK

To keep the musicians in good shape for the summer months a regular band schedule has been set up by Director Sobek. The practice classes will start Tuesday, July 3rd and close Cascade Days, Aug. 11th when the band will play in concert for the celebration.

The schedule is as follows:

TUESDAYS

Concrete High School

9:00 to 12 ..... Beginner woodwinds
1:00 to 3:00 ..... Beginner brasses
8:00 p. m. ..... Community band

The community band includes all high school band members, ex-grads and any adult who wishes to play.

WEDNESDAYS

Rockport Grade School

9:00 to 10:00 ..... Woodwinds
10:00 to 11:00 ..... Brasses
11:00 to 12:00 ..... Percussion

Marblemount

1:00 to 2:00 ..... Woodwinds
2:00 to 3:00 ..... Brasses
3:00 to 4:00 ..... Percussion

THURSDAYS

Concrete High School

9:00 to 11:30 ..... Advanced woods
1:00 to 3:30 .... Advanced brasses
8:00 .... Community band rehearsal

MARBLEMOUNT FISH RUNS ARE GROWING

More than 3,600,000 artificially propogated salmon have been released to date this year in the Skagit river and its tributaries as a supplement to natural spawning, the Department of Fisheries announced today.

The releases included 2,000,000 silver salmon fry, 1,276,000 fall chinook fingerlings, 46,500 fall chinook yearling, 13,400 yearling spring chinook and 250,500 yearling silver. Additional 1951 plantings of silver salmon are scheduled.

The heavy output of silver fry resulted from successful attempts to establish a run of silvers into Clark creek at the Marblemount hatchery site. Between 2,000 and 3,000 silvers, survivors of the 1947 brood plantings in Clark Creek, returned to the hatchery last fall.

It is hoped to duplicate the silver salmon run in Clark creek with Chinooks, which will simplify egg-taking for that species. In the meantime, eggs will be taken by gaffing fish on the spawning areas. Approximately 200 females are required to supply a million eggs.

News About Town

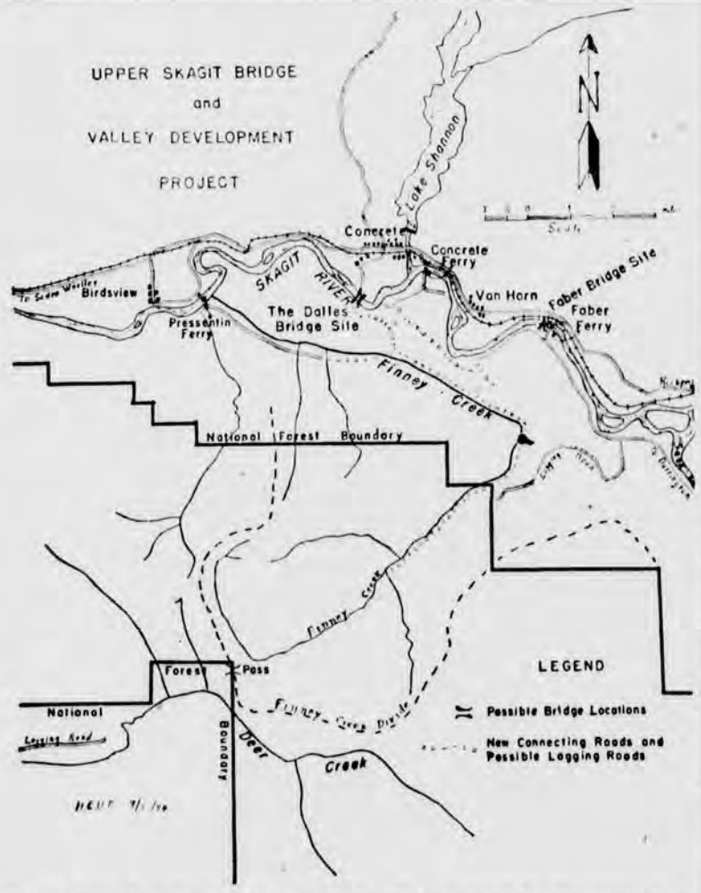
Mr. and Mrs. Dan Crooks and children were in Seattle Sunday to attend a family reunion picnic at Woodland Park.

Mr. and Mrs. Wayne Burch of Idaho have purchased a cabin at the McGlenn farm. They expect to make it their summer home.

Fred Crinklaw and sons spent last week end fishing and camping out at Baker Lake. On Sunday Mrs. Crinklaw and Mrs. Roach drove up to bring the campers back home.

Mr. and Mrs. Brown Wiseman of Sedro-Woolley were visiting Saturday afternoon at the home of Mr. and Mrs. Chas. Dwelley. Saturday evening the two couples drove to Bellingham for a birthday dinner in honor of Mrs. Dwelley.

According to Roberta Frye Watt's "The Story of Seattle" it was the wife of the pioneer Seattle doctor, David Maynard, who introduced the dandelion to Puget Sound. She planted the "sun loving little flower" for medicinal purposes!!



Shown here is some of the area that will be served by the new Skagit river bridge being built at the Dalles, just south of Concrete. A huge block of National Forest Timber in the Finney Creek section will be given outlet to the railroad here.

Newhalem

Mrs. Dale Higgins and Mrs. Geo. Hunziker were shopping in Mount Vernon on Wednesday.

Mr. and Mrs. Johnny Childs spent the week end in Bellingham visiting with friends.

Mr. and Mrs. D. Biggs and family spent the week end visiting with relatives in Seattle.

Stan Kelsey spent the week end in Seattle visiting relatives and friends.

Mr. and Mrs. Fred Shuler of Rockport visited on Sunday at the home of Mr. and Mrs. Chas. Prater.

Mrs. Harry Nelson, Mrs. Terry and Mrs. Sheddy were shopping in Bellingham on Friday.

Mr. and Mrs. Willard Wright spent the week end in Sedro-Woolley visiting friends.

Mr. and Mrs. Walt Harrison and son Jerry spent the week end in Seattle visiting relatives.

Mr. and Mrs. Bud Glover and family were shopping in Mount Vernon on Friday.

Mrs. L. Nelson of Sedro-Woolley was visiting at the home of Mr. and Mrs. Wayne Smith on Tuesday.

Mr. and Mrs. Everett Wallace were attending to business interests in Sedro-Woolley Wednesday.

Mr. and Mrs. D. D. Higins spent Sunday in Seattle visiting with relatives and friends.

Mr. and Mrs. George Hunziker spent the week end in Seattle visiting with Mr. and Mrs. Roy Wainright and daughter Diane.

Gale Smith is spending several days this week visiting with Mr. and Mrs. Karl Atterbury of Sedro-Woolley.

Mr. and Mrs. Harold McMackin and family of Clear Lake were dinner guests at the home of Mr. and Mrs. Wayne Smith on Monday.

Mr. and Mrs. Ernest Vance and daughter Linda, Mrs. Chas. Prater, and Mrs. D. De Lisle were shopping in Seattle on Tuesday.

Mr. and Mrs. R. W. Gordon and family spent the week end in Seattle visiting with Mr. and Mrs. Tony Negri and family.

Mr. and Mrs. Frank Powers and children spent several days this week visiting with relatives and friends in Seattle.

Mr. and Mrs. H. E. Barnhart and family of California are visiting here with their son Skip and at the home of Mr. and Mrs. Frank Soder.

Mr. and Mrs. Wayne Smith and daughter Gale spent the week-end in Sedro-Woolley visiting at the home of Mr. and Mrs. Lou Nelson.

Mr. and Mrs. Cal Rodin have just returned home from a vacation trip to Colorado Springs.

DEAD IN CABIN

Herald, December 6, 1919—R. C. Ferguson, one of the pioneer trappers and packers of the Upper Valley, was found dead in his cabin on Big Beaver Creek, above Marblemount, Wednesday by John McMillan. About five weeks ago Ferguson left McMillan's home and went to Big Beaver to trap. Hearing no word from him McMillan became worried and made the trip to the cabin. He had left a note that he had been sick for four days and believed the end was near. He had been dead about two weeks.

FOR GOODNESS SAKE!
SKAGIT MAID
Ice Cream

TREE PLANTING The logged over lands of the upper Skagit are no longer left to grow up in brush. Shown here is the Thunder Creek planting made by the Boy Scouts a few years ago. It is now well on its way to becoming a forest of the future. Tree planting is now a regular program of the forestry service, many acres being replanted each year by both volunteer and forestry crews.

TO ALL OUR FRIENDS AND CUSTOMERS

We extend an invitation to visit us at our new location—Craft's Garage. Same satisfactory prices—same work guarantee.

Finest In New Automotive Equipment!

LARRY & DEAN

General Banking and Insurance

★

STATE BANK of CONCRETE

Member
Federal Deposit Insurance Corporation

Chevrolet alone offers this complete Power Team!

POWERGlide
Automatic Transmission*
•
Extra-Powerful 105-h.p. Valve-in-Head Engine
•
EconoMiser Rear Axle

Here's the automatic power team that brings you finest no-shift driving at lowest cost. No clutch pedal, no gearshifting. A smooth, unbroken flow of power at all speeds. Time-proved dependability. Come in and try it! . . . Remember, more people buy Chevrolets than any other car!

*Optional on De Luxe models at extra cost.

In the low-price field, Chevrolet built the *first* automatic transmission . . . and Chevrolet builds the *finest* . . . to give you smooth, dependable no-shift driving at lowest cost!

***Take Your* "DISCOVERY DRIVE"**

NELSON MOTOR COMPANY Inc.

Sedro-Woolley

WANT ADS

WANT TO BUY?
WANT TO SELL?
—ADVERTISE HERE!

FOR SALE

—FOR SALE: 10 acres, modern house at Van Horn. Vic Hawkings, phone 405, Concrete. tf

—MALL SAWS: New and used saws on hand now. Peterson Motor Co., Concrete. c

—FRYERS FOR SALE: Fine frying chickens now ready. Henry Sjoboen, Phone 404, Concrete. tf

—FOR SALE: Maytag washing machine, portable trays. Good condition. Both for $65.00. Mrs. Joe Bitonti, Concrete. tfc

—FOR SALE: Five room house, garage 20x20, woodshed 20x36, four lots cleared. See Joe Peloza, old Grasmere. 1-p

—FOR SALE: Two wheel trailer with '51 license, Waddell cabins, Birdsview. J. W. Johnson. Make offer. 1-p

—STRAWBERRY PICKERS! Five cents per pound paid for picking local fields. For full information Call 105, Concrete. 2-p

—WINDOW SHADES cut to measure right here in our store. Prices 79c and up. Drapery fixtures, curtain rods, shower rods. Cascade Supply, Concrete. c

—FOR SALE: Pack mules, horses, saddles and equipment. Cattle, young stock and one 14-mo. old registered Hereford Bull. Miscellaneous tools. Garfield Green, Marblemount. 1-c

—FOR SALE: 45 acres at Birdsview. 10 acres cleared, several in pasture. Good 2-bedroom house. Gravity water. Large old barn and other out buildings. Terms—Nettie Gowan, Box 255, Sedro-Woolley. 4-p

—FOR SALE Ten acre farm, highly improved. Beautiful 3 bedroom home. Plastered. Income about $4,500.00 net a year. On Cook road 1½ miles west of Sedro-Woolley, near Grange Hall. W. Mathesius, Phone 7386 Sedro-Woolley. 4-p

—FOR SALE: 4 rooms and bath, modern home furnished, new garage, large lawn, gold fish pond, large outside fire-place, two acres land included. Reasonable. One mile east of Rockport, Wash. on Star Route. Inquire of Mrs. Grover Sams, phone 254, Rockport, or write to Mrs. Earl Lee, owner, Beaver, Wn.

—RIDE WANTED: Man who has job with Skagit Steel would like to ride with someone going to Sedro-Woolley every day. Must be at plant at 8:00 a. m. Bill Lynch, Route 1, Concrete. 1-c

OPPORTUNITIES

—WALL PAPER: Six beautiful sample books ready for your inspert. Prompt service on all orders. 20% disrount on room lots. Do your papering now. Cascade Supply, Concrete. tf

SID'S CARS ARE COMPLETELY RENOVATED AND READY FOR DEPENDABLE SERVICE
1949 Chev. Fleetline, 2-door
1949 Plymouth, 4 dr. spe. Deluxe
1947 Chrysler Windsor, 4 door
1946 Ford, 2 door, R&H
1946 Hudson, 2 door, clean
1942 Plymouth, 4 door, new paint
1941 Chrysler, 4 door, R&H
1941 Plymouth, 4 dr., new paint
1941 Willys Americar, 4 door
1941 Buick Super, 4 dr., R&H
Many good older ones.
SID'S AUTO BODY SHOP
310 W. State Street
Phone 8-7101 Sedro-Woolley

—CHAIN SAW OPERATORS: We have the approved 8 oz. fire extinguisher in stock now. Cascade Supply, Concrete.

SID'S
AUTO BODY SHOP
BODY AND FENDER WORK
PAINTING
RADIATOR SERVICE
GLASS WORK
FRAME AND FRONT END ALIGNMENT
W. State Street Phone 6101
SEDRO-WOOLLEY

FIR MILL WOOD
GET YOUR WINTER WOOD EARLY!
EDQUIST FUEL COMPANY
177 Concrete or 3491 Lyman

Marblemount

Mr. and Mrs. Hugh Hunziker visited over the week end at Grandview, Wash.

Mr. and Mrs. Cecil Benfield and daughter visited in Rockport on Sunday.

The school patrol of Marblemount were among those spending four days at Cornet Bay.

Mr. and Mrs. Vic Wenrick and children visited over the week end in Sedro-Woolley.

Mr. and Mrs. Chas. Wortendyke and children returned home Sunday from a visit in Portland, Oregon.

Mrs. Vashti Hooper entertained the sewing club Thursday at her home.

Mrs. Pat Cole entertained a few school mates of her son Mickey at a birthday party in his honor on Saturday.

Mr. and Mrs. Hank Jones of Port Orchard are visiting this week at the home of her parents, the Wade Bullers.

Visiting Monday evening with Mr. Rowland at the Memorial hospital were Mrs. Rowland and children, the occasion being Mr. Rowland's birthday.

Mrs. Vashti Hooper entertained the bridge club Thursday evening at her home. High in cards was Mrs. Geo. Sloan and second high went to Mrs. Ivan Rowland.

The entire community of Rockport and Marblemount were shocked by the deaths Saturday of Art Newby and Ralph Straight. The relatives of both men have the sympathy of everyone.

Mrs. Nora Hayes and daughter of Vancouver, Wn. visited last week with her parents, the Wade Bullers, upon her return home her son Billy Leggett returned with her for a visit.

COULEE DAM CONTRACT BRINGS TWO YEAR JOB

Herald, Sept. 12, 1935—Official confirmation of the many rumors that Superior Portland Cement had received a large portion of the cement contract for the building of Coulee Dam was received here Saturday. The plant here and at Seattle was awarded a contract for two million barrels, delivery to start next month. It is estimated that the conract will keep both of the plants busy for two years.

In the Superior Court of the State of Washington, for Skagit County

NOTICE TO CREDITORS

In the matter of the Estate of)
H. C. LANDES, Deceased)

Notice is hereby given that the undersigned has been appointed and has qualified as executor of the above entitled estate; and all persons having claims against said deceased are hereby required to serve the same, duly verified, upon said executor, or upon his attorneys of record, at the address below stated, and file the same with the clerk of said court, together with proof of such service, within six months after the date of first publication of this notice, or same will be barred.

Date of first publication: June 21, 1951.

FRED W. BAILEY
Executor of said Estate.
WARD & BARCLAY,
Attorneys for Executor,
Bingham Building,
Sedro-Woolley, Washington.
(Date of last publication July 5)

GUNS
Bought, Sold, Traded
New, Used, Antique
Art Dwelley
Concrete Herald

KEYS MADE IN ONE MINUTE BUY AN EXTRA KEY
CASCADE SUPPLY

The Way It Used To Be

An unusual shot of Concrete about 1911, taken from the clay hill on the east side of the Baker River. In the foreground is the shingle bolt pond of the Baker River mill. Just above, on the side hill are the shacks built by workers at the cement plants. The old wagon bridge was just above high water level. The fresh-cleared land around the town gives an open view of almost the entire community east of Superior.

LOCAL HAPPENINGS

Mr. and Mrs. C. W. Bullock were shopping in Bellingham Saturday.

Warren Dexter is visiting with home folks this week. He is home on a 27-day leave.

Mr. and Mrs. Chas. Dwelley spent Father's Day visiting at the C. L. Dwelley home in Anacortes.

Mr. and Mrs. Eddie McKinney and son were at Dewey Beach for the week end.

Bob Cunningham of Seattle is spending the summer months here at his home.

Mr. and Mrs. Geo. Ely and Mrs. E. R. Mosher were in Mount Vernon on Tuesday.

Mrs. Riley Crooks visited a few days in Seattle with her sister, Mrs. Sadie Knox.

Mrs. Sue Gardner of Marysville visited over the week end at the Riley Crooks home.

Mr. and Mrs. Glen Blegen of Bonneville visited a few days last week with her parents Mr. and Mrs. Riley Crooks.

Mrs. Colleen Versoi entertained Monday with a double birthday party for her two children, Randy, aged 5 and Deana, aged 4, at her Mill addition home. Outside games were played and those who enjoyed the birthday cake and jello were Mrs. H. A. Bronson and great-grandson Mickey Turner, Mrs. Iva Hockett and son Byron, Mrs. Joe Ash and Susan and Mark, Mrs. B. G. Gregory and sons Roger and Bill, Mrs. E. Hamm and grand-daughter Patty Howell, Glenn Gardner, Marilyn Sobek and Suzanne Riffle.

Have Your Eyes Examined An Glasses Made By
DR. L. H. LAUERMAN
Optometrist
720 First St. Mt. Vernon, Wn

Stage Schedule

**Rockport—Concrete
Sedro-Woolley
Mount Vernon**

WESTBOUND

Marblemount	8:10	
Rockport	8:30	Lv.1:20
Sauk	8:37	1:27
Concrete	8:55	1:45
Birdsview	9:05	1:55
Hamilton	9:15	2:05
Sedro-Woolley	Ar. 9:40	Ar. 2:30
Sedro-Woolley	Lv. 9:50	Lv. 2:40
Mt. Vernon	Ar.10:05	305

Friday Night Only—Leave Rockport 7:20 p. m.; Sauk 7:27; Concrete 7:45; Birdsview 7:55; Hamilton 8:05; Sedro-Woolley 8:35.

EASTBOUND

Mt. Vernon	10:35	5:10
Sedro-Woolley	Ar. 10:45	Ar.5:3[illegible]
Sedro-Woolley	Lv. 11:00	Lv.5:40
Hamilton	11:23	6:05
Birdsview	11:30	6:13
Concrete	Ar. 11:50	Ar.6:25
Concrete	Lv. 11:55	Lv.6:30
Rockport	Ar. 12:20	Ar.6:55
Marblemount	Arrive 7:15	

Marblemount trips made on call only.
(Schedule Effective June 19, 1950)

Look, Listen,
—And know what your job costs before you have it done. Factory trained mechanics at factory prices.
LARRY & DEAN
CRAFT'S GARAGE, Concrete

Skagit Veneer & Lumber Corp.
A PROPOSED CORPORATION
40 Shares of Common Stock Offered At The $5,000.00 Per Value

Skagit Veneer and Lumber Corporation will be incorporated under the private corporation laws of Washington when 30 (thirty) shares or more of stock have been sold, or $150,000.00.

The plan formulated by the incorporators include: Building, Constructing and Operating a complete lumber, veneer and plywood mill. The proposed disbursements to be made will be for the purpose of purchasing a site for manufacturing plant, and for the various machines and structures required to put same in operation. The plans are to install a green veneer plant as the first step, with the intention of putting in a finished industrial plywood plant. Toward this end an option has been obtained on 23 acres of land located adjacent to highway leading into City of Concrete from the west. Estimated cost of installing the green veneer plant is approximately $100,000.00 The remaining funds will be held for operating capital.

Two-thirds of Shares Now Sold, If Interested Act At Once!

MAYNARD LEWIS, Route 1, Box 176, Phone 7595, Anacortes, Washington
MAURICE ATTERBERRY, Phone 6821, 1120 5th Street, Anacortes.
THIRD INCORPORATOR:
HANS BOHN, Route 5, Box 212, Phone 1711F1, Arlington, Washington

Don't Let Mud Stop You!

The 4-Wheel-Drive Willys Station Wagon
Takes You Through
When No Other Car Can!

Get the car that gets you through when nothing else can — the 4-Wheel-Drive Willys Station Wagon, powered by the high-compression *HURRICANE* Engine.

When you shift into 4-wheel drive, the front wheels pull through mud instead of pushing against it. You get all-wheel-drive traction that takes you up slippery grades you'd never make in an ordinary car.

The Willys Station Wagon rides six adults in roomy comfort. Rear seats are quickly removable to provide 98 cubic feet of space for hauling.

The 4-Wheel-Drive Willys Station Wagon is "made-to-order" for farmers, ranchers, doctors, oil men, veterinarians—or anyone who can't let weather stop them.

Let us demonstrate this remarkable new 4-wheel-drive model for you now.

4-WHEEL-DRIVE WILLYS STATION WAGON
Peterson Motor Company

HUNTERS BAG TWO BEAR ON GROUSE HUNTING TRIP

Herald, Oct. 6, 1927 — Early Sunday morning two hunters, Hobart Holyfield of this city and Charlie Bullock of Birdsview, left Scott Bros. camp, south of the Skagit from the Rock Cut, in search of grouse. As they had risen at two o'clock Saturday morning to go duck hunting and again at four on Sunday morning, they were excusable for being somewhat sleepy.

After traveling for some distance from camp they saw something move in a tree, or at least it seemed to be a tree, and hinking it might be a grouse they both blazed away to make sure of the bird. Imagine their surprise when the "birds" started towards them in the form of two black bears. They were armed only with shotguns, but they continued to pepper the bears with birdshot until they had killed the smaller one. Then Mr. Bullock seized a club and began to beat the larger one, while Mr. Holyfield stood by ready to assist with another charge of small shot. Between the gun and the club they bagged the second bear.

They carried their game back to the camp and spent the day dressing it. The skins will be taken to Bellingham and mounted or made into rugs. Bullock and Holyfield still declare it wasn't much of a day for grouse.

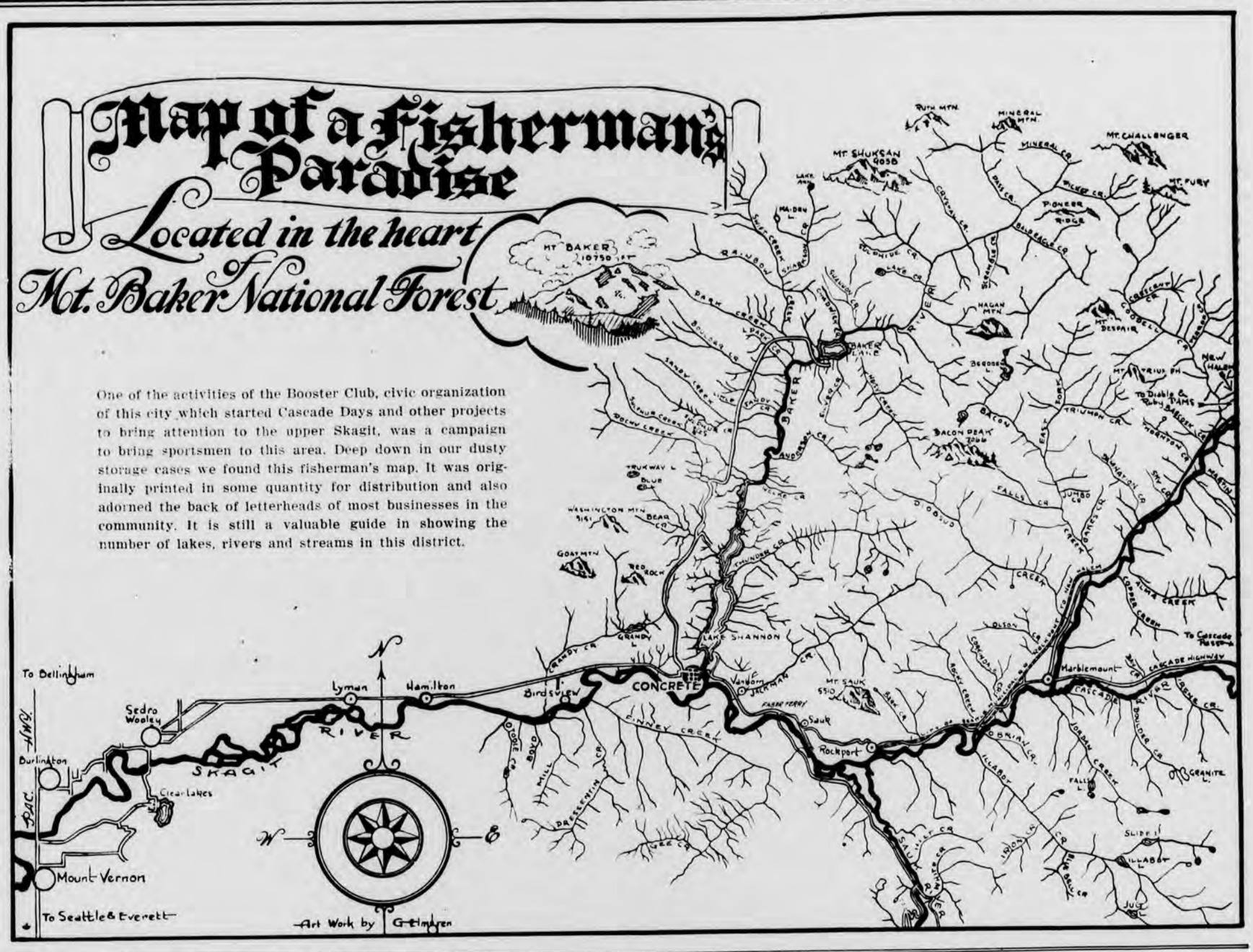
LOCAL BANK ROBBBERY WAS WELL PLANED AFFAIR

Herald, April 16, 1931—A well-planned and smoothly executed bank robbery was pulled off in this city yesterday afternoon by two unmasked men, who looted the bank of $4,491 in currency and then compelled George Campbell, Ada Seabury and Geo. Harper, a customer who happened to be in the bank, to accompany them to their car which was parked in front of the old Herald building. The victims were taken to the Rock Cut where they were released and the bandits sped away.

(This was an unsolved crime. The car, which had been stolen, was found in the river a few miles below the Rock Cut. No trace of the robbers was ever found.)

WHEELOCK AND GLOVER TELEPHONE COMPANY SOLD

Herald, July 4, 1935—The Skagit River Telephone and Telegraph Co. of Concrete, controlled by Mrs. Kate Glover and Mrs. Nell Wheelock, passed into the hands of the Skagit Valley Rural Telephone Co. Tuesday on completion of negotiations that have been in progress for some time. The new company plans to inaugurate a 24 hour service. The company plans to move to the upper part of the bank building within the next few months.



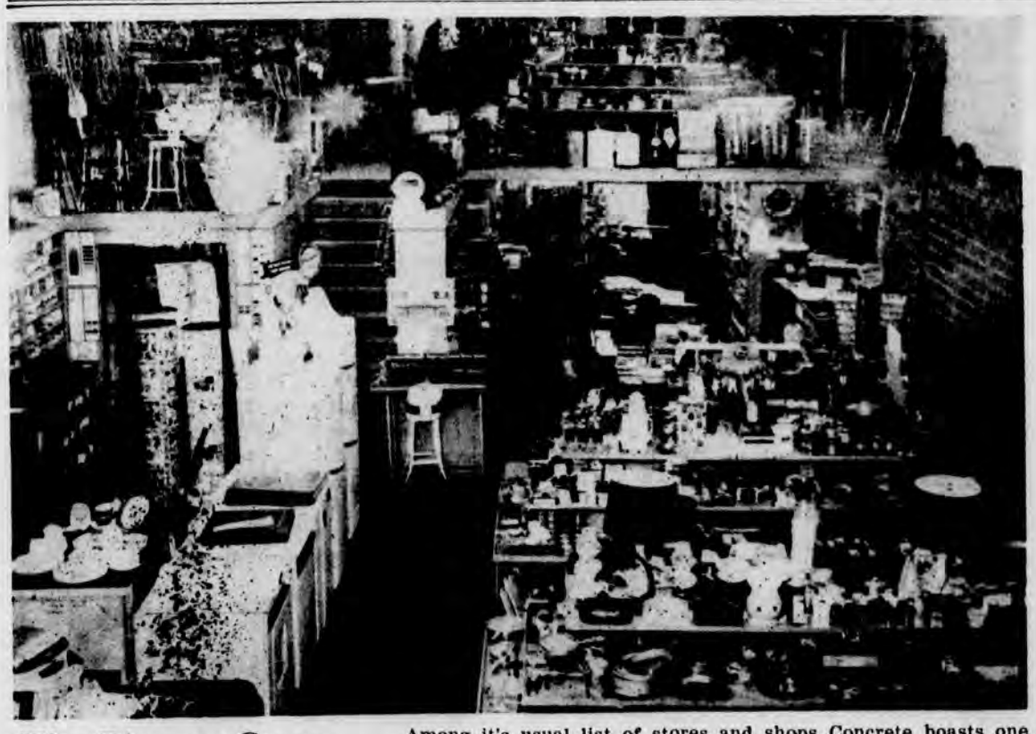
WOMAN LOST IN WOODS FOR OVER FORTY HOURS

The Herald, Nov. 12, 1931—Mrs. Frank Mora, who resides on the Thompson farm at Grandy Lake,, wandered through the thick brush on the divide between Bear Creek and Lake Shannon, hopelessly lost for forty hours last week. She left her home Thursday morning to hunt mushrooms and in starting back took the wrong trail and soon became lost. When she failed to return home her family and neighbors started searching. Men at the quarry heard strange calls coming across the lake but did not know anyone was lost until evening and then more men started out in the direction of the calls and found Mrs. Mora hysterical and her clothing almost torn off by briers from wandering in the brush.

Herald, June 27, 1929—The Great Northern placed a new gasoline motor train in operation on the Rockport branch Tuesday, and the new service seems to be operating satifactorily and will likely be made a permanent feature of the local line. The power plant is in the front end of the car, and the baggage, mail and express departments take up the rest of the car. In addition there is a passenger coach, and two cars forming the train.

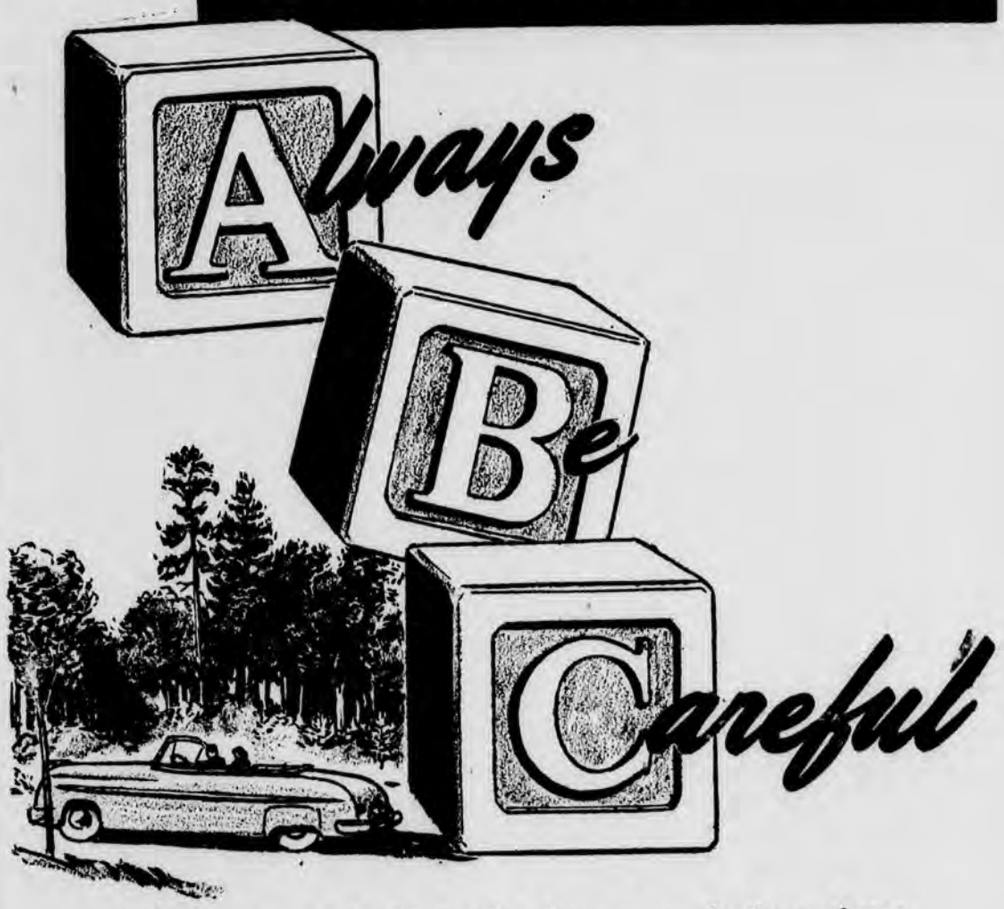
Herald, May 26, 1927— The new Ford chassis fire truck of the town of Concrete was placed in commission last week.

Football In 1938 Here is a collection of faces that should interest all the sport fans of the upper valley who will remember the football team of 1938. Here are the fighting men of World War II, the coming business men of the future.. How many can you identify?



The Biggest Store . . . Among it's usual list of stores and shops Concrete boasts one of the outstanding hardware stores in the county—Cascade Supply. Started nine years ago by C. C. Baughman in the old lumber yard building, the hardware now occupies a big portion of the south side of main street. Besides the attractive store shown here there is a large addition filled with the bulkier stock. The most complete stock is one of the town's valued assets.

The A B C's of FIRE PREVENTION



Wherever you go in the woods, whatever you do there, always remember: one careless act—one lapse of memory—can start a fire and burn a forest. If you smoke, use an ash tray. Never throw away a lighted cigarette or an unbroken match. If you have a campfire, always put it out—drown it! Know the fire laws and obey them. Fire prevention is your job as a good American citizen.

KEEP AMERICA GREEN

Thunder Creek Logging Co.

CONCRETE

Huge Landslide Was Big Story Of November 1932

November 23, 1932—Early last Friday forenoon the residents of the entire community were alarmed by a roar and crash that the old-timers knew could be nothing but a landslide—and a big one. When the fire siren sounded a few minutes later all knew that disaster of some sort had visited the community. The slide, one of the largest even known in this vicinity, started at the top of the hill north of East Concrete and crashed down thru almost the center of that part of own. Three homes were in its path, those of Dudley I. Green, E. M. Buchanan and C. E. Hutchinson. All were reduced to kindling wood and with the exception the Green home (to photo) practically every article in the homes were a total loss. That no life was lost in the slide is entirely due to the fact that the slide came in three sections, and the final—and main—slide was not a few seconds later. All residents were out of the house were just starting back into their after the first warning and some homes when the big slide cut loose. They had to run to escape.

Editorial Dec. 26, 1929—"The Concrete Herald is the only paper in the world that gives a whoop about our community."

Escapes Certain Death

Herald, May 23, 1929—Ben Hibbard, proprietor and chief salesman for the Hibbard Candy Co. of Mount Vernon, had the thrill of his life and a very narrow escape for instant death last Saturday when his auto went over the bank at the Rock Cut and rolled down 80 feet to the railroad. He turned out to make room for another car and the bank gave way. The occupants of the other car were horrified and climbed down to take the body from the wreck when Hibbard climbed out dazed but unhurt.

CONCRETE MOTOR FREIGHT
Daily Freight Service
GENERAL MOVING AND HAULING
Phone 381, Concrete
Emergency: 4893 Mt. Vernon

Kinsey Negatives Are Preserved

In this issue you will find many old-time photos taken by Darius Kinsey, who made one of the most complete historical collections ever known of the logging industry, besides becoming famous all over the nation for his excellent photograhy in other lines.

In seeking out information about this pioneer it was found that his entire logging collection of negatives had been sold after his death to Jesse E. Ebert, a Seattle photographer. Prints of these priceless old negatives are available by writing to Mr. Ebert at 5335 Wallace St., Seattle 88. The negatives are 11x14 and up to 20x24—most of them in excellent condition. He estimates he has bewteen 6,000 and 8,000 of the films.

Mr. Kinsey was born in Missouri in 1869, learned the photography business as a young man and came to this county as a photographer for the Seattle & Lake Shore railroad. In 1885 he decided to settle at Sedro-Woolley and in 1897 he established a studio there. He continued in business there for many years, then moved to Seattle. He died there about 1942. Besides the logging negatives mentioned, his son, Darius Kinsey, Jr. has a huge file of other famous negatives.

Sauk Road Opened

June 2, 1932—After many months of weary waiting the new highway between Van Horn and Sauk is at last open to travel, which is gratifying news to all who have occasion to visit the upper valley. The old road, with its steep grades and sharp curves, need no longer be used.

George Logan Had Best Bean Recipe

One of the interesting characters who made his home in the upper Skagit prospecting for gold was George Logan. He staked his claim at the headwaters of Thunder Creek and on Park Creek Pass in 1896. His main cabin stood at timberline, at the edge of the meadows just two miles from the pass, and was a favorite stopping place for travelers across the pass.

George had no stoves in the cabin and all cooking was done at his stone fireplace, built at one end of the cabin. His staple foods were bacon, beans and baking powder biscuits. The beans were baked in an iron dutch oven buried in the coals. At meal times he would brush away the ashes and coals, lift the lid of the oven and dip out the richly browned beans. They were so delicious that packers always made it a point to arrive at George's cabin at meal time.

Logan spent 21 summers and all his winter earnings driving tunnels into the hills, but never did strike a rich vein. He wintered in Sedro-Woolley where he usually found employment. At the first signs of spring he went into his mines by way of Lake Chelan, over Stehikin trail. He stayed in until the snow forced him to leave, after which he would hike down the Thunder Creek trail to the Skagit river and come down the river to his winter home.

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The Only
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Phone 361, Concrete Sedro-Woolley 8-3165

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The finest Rainier in 73 years.
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* * * *

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FOA-5X NOW IN EVERY GALLON OF SHELL FUEL OIL

ELIMINATES MAJOR CAUSE OF OIL BURNER SERVICE CALLS

Make arrangements NOW for next season's supply of fuel oil—get the protection of this new discovery!

● Here's good news if you heat with oil! New Shell Fuel Oil now contains a unique ingredient *FOA-5X* especially developed *to keep filter screens clean* during the entire heating season. Be sure to get the full story before you make any arrangements for next season's fuel oil supply.

FOA-5X KEEPS FILTER SCREENS CLEAN. Clogged filter screens have long been recognized as a major cause of oil burner service calls. Because of the anti-clogging property of FOA-5X, Shell Fuel Oil for home heating CLEANS AS IT HEATS. *It is the most important fuel oil development in 15 years.*

SHELL SCIENTISTS WORKED FOR 15 YEARS. Twelve years of Shell research have gone into the development of FOA-5X, and three additional years were spent testing it in thousands of homes with burner units of all types and with only normal summer maintenance. In every test the result was the same: *not a single case of burner failure due to a clogged filter screen was reported!*

FOA-5X HELPS KEEP YOUR FUEL TANK FROM RUSTING. More news too: new Shell Fuel Oil with FOA-5X has a powerful anti-rust action . . . retards the formation of rust and scale inside your storage tank.

CALL NOW! (TELEPHONE NO.)
Next season be sure it's *Shell* Fuel Oil with revolutionary, new FOA-5X!

For carefree heat all next season, call us today. Remember, Shell Fuel Oil with FOA-5X is a new product—a superior product that overcomes the greatest cause of burner shutdown due to fuel, *yet it costs no more.*

H. C. LISHERNESS
Shell Oil Distributor
for The Past Twenty Years

SHELL

Phone 751 Concrete, Wn.

On The Way Out A familiar sight along the upper Skagit has been this type of ferry, which for many years have provided the sole method of getting across the river at Birdsview, Concrete, Faber and Rockport. The simple scow is carried across by the current of the water against its sides, the return being made by reversing the angle of the ferry by means of a cable drum and blocks. The ferry will hold 4 to 6 cars.

John McMillan Was Storied Pioneer

John McMillan was a well-known packer and prospector in the early days of the upper Skagit. He was born in Ontario, Canada, in 1854 and came to this area in 1884 when gold was discovered on Ruby Creek. He trapped, hunted and prospected in the Skagit valley for many years, traveling the Skagit-Hope trail to Fort Hope for his provisions. On one of these trips he returned with an Indian wife, a half-breed girl, and took her to his home on the banks of the Skagit.

When the gold rush started he traded his place on the Skagit with Tommy Rowland for a piece of land at Big Beaver where grass was plentiful and started working as a packer. He maintained a large string of horses and mules. The house and barn he bulit were standing many years later.

After he tired of the rugged life he left his Indian wife and family with provisions for a year and went "outside" for a time. During this period he became a citizen. He found the city life too costly and finally returned to Big Beaver only to find a large party of Fraser Indians camped there and all his stock of food, hay and grain gone. In a rage he drove them all off, including his wife and children.

He later left the place and came down valley and in time married again but when he became ill he was drawn back to his Big Beaver home to die. He passed away there July 29, 1922. His colored friend, George Holmes, read the burial services at his grave on the homestead in a fitting close to the rugged life of an interesting man.

Petrified Tree

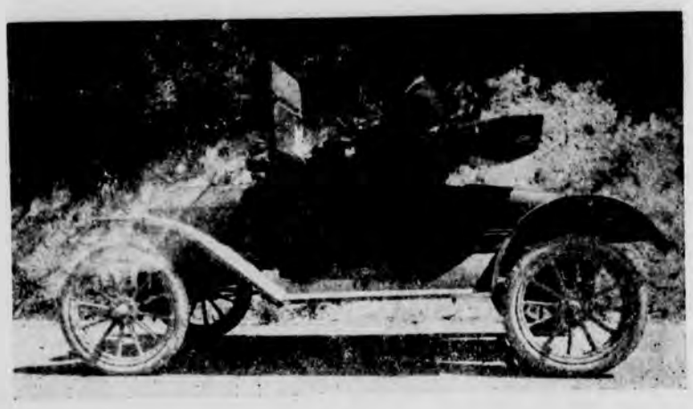
Herald, April 28, 1823—W. L. Connally is telling about a unique petrified tree that has just been found at the Andis bolt camp on Baker Lake. The tree is one that has been uprooted for many years and the petrified part is about 40 feet in length. It lies about 40 feet from the shore of the lake, and one end has apparently been chopped off, and back near the butt of the tree it has been cut in two, apparently with a saw. The entire log is said to be solid stone.

Start Football Team

Herald, Sept. 22, 1923—The Concrete school has a football team for the first time in seven years and for the second time in the history of the school. Promptly after the opening of school, A. B. Wiseman, athletic coach, began sizing up his material and in three weks has a team ready to play. The team now lines up as follows: Wayne Anderson, quarterback; Lawrence Lentz, and Donald Gates, halfbacks; Carroll Biggerstaff, full back; Herbert Prater, center; Mearns Gates and Tony Frank, tackles; Dan Crooks and George Clibon, guards; and Frank Frank and Jimmy Sasinsky, ends.

Poet Of The Skagit

The Upper Skagit was not to go unsung in ballad, history tells us. The "Poet of the Skagit," Capt. John F. Eliot was a world traveler who settled down at Hamilton some years ago to write poetry about the valley. A book "Driftwood", published in 1924 by Louis Jacobin contained a selection of his poems and copies may still be found in upper valley homes.



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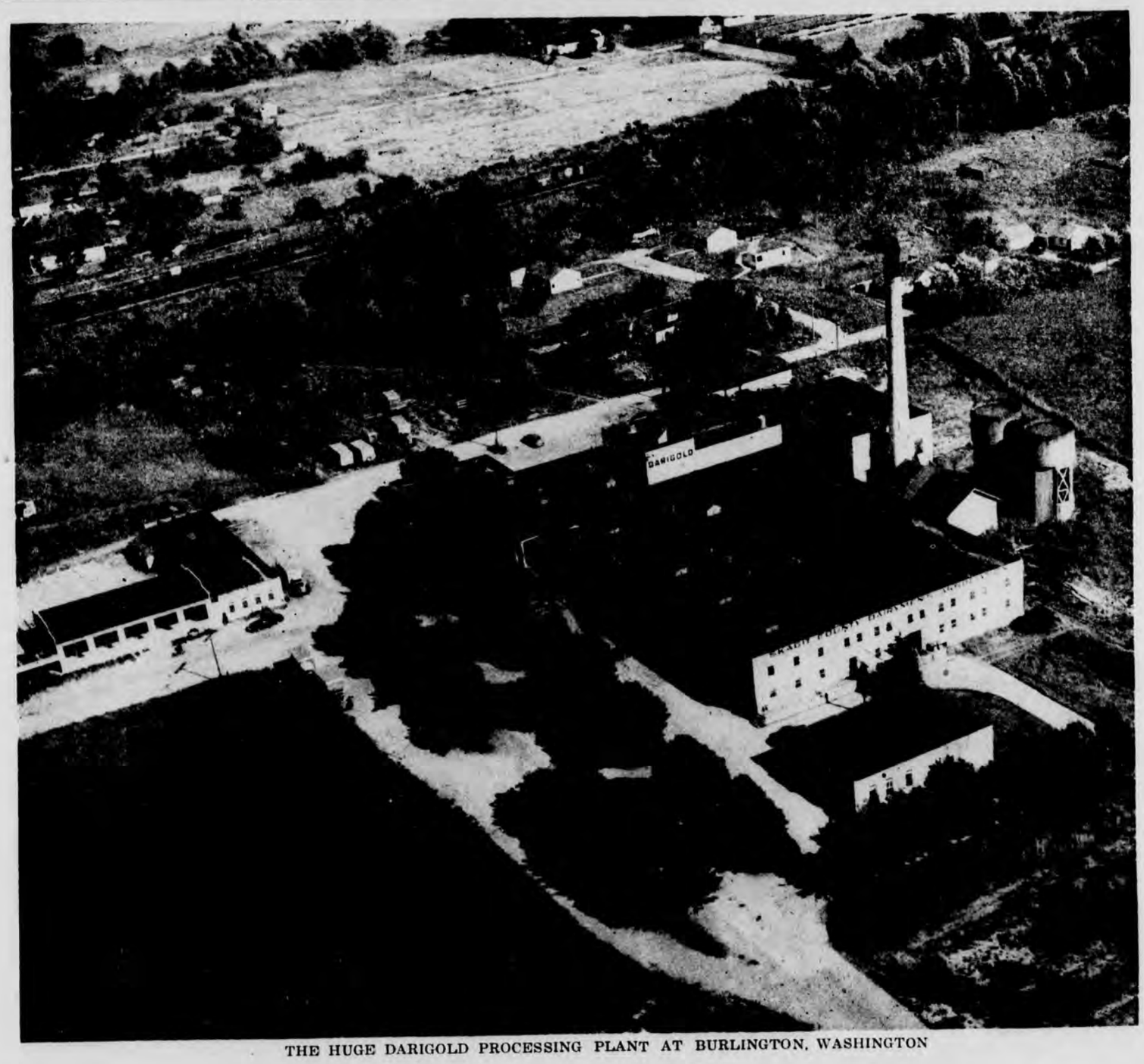
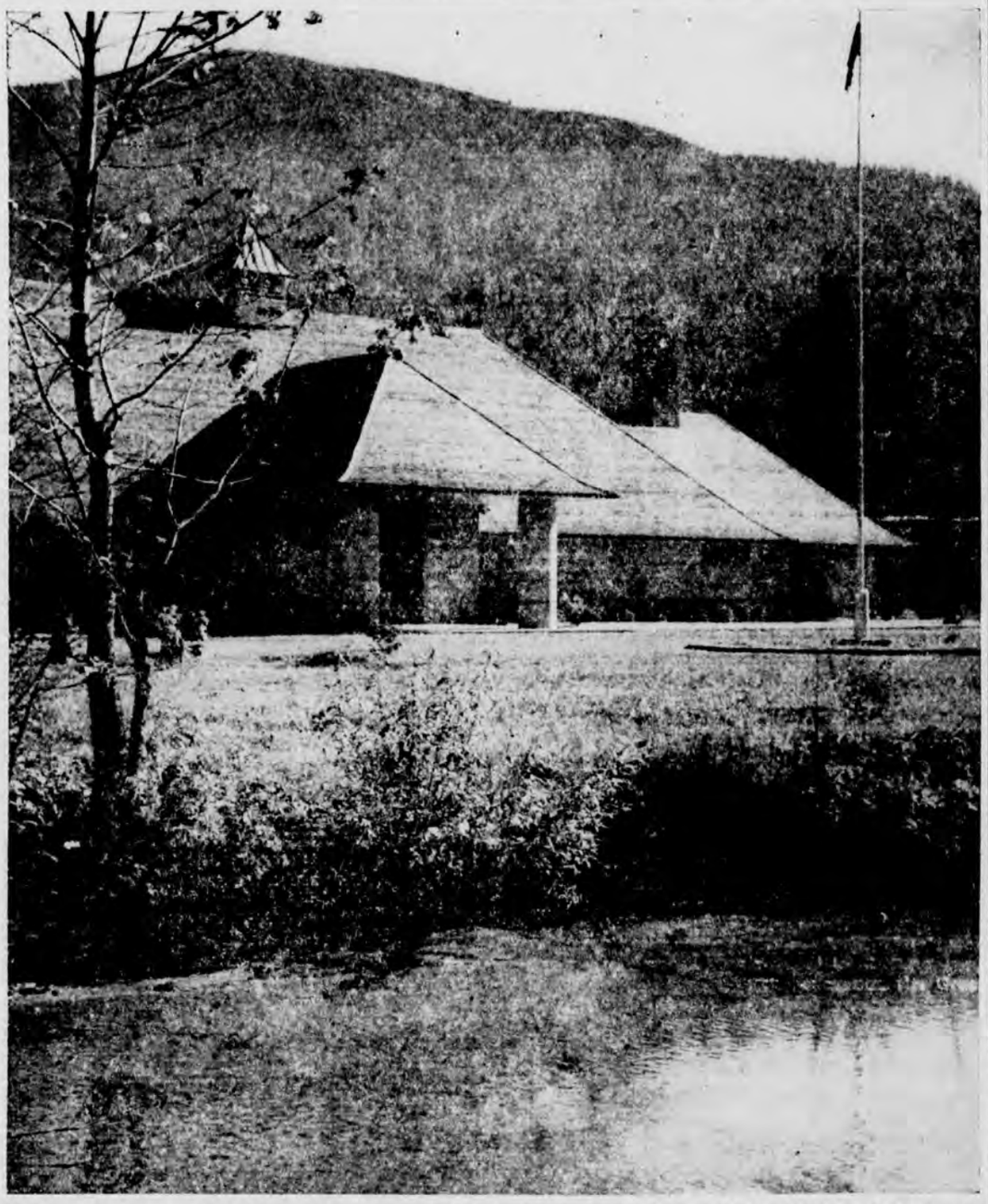
Since 1919 the Skagit County Dairymen's Association has been helping to build a great Skagit county, through creation of a large co-operative organization producing and processing dairy products of all kinds. Our trucks make daily trips to the upper valley for milk from its dairy farms, while other trucks bring back butter, cheese, ice cream for sale in your local stores. A local industry for all the county!

When You See The Name DARIGOLD It Means—



THE HUGE DARIGOLD PROCESSING PLANT AT BURLINGTON, WASHINGTON

Skagit County Dairymen's Ass'n.



Marblemount Hatchery Of unusual design, the State Fish Hatchery at Marblemount is well worth seeing by anyone taking a trip up the valley. Shown here is the big hatchery building, which contains equipment for the most modern methods of rearing salmon from eggs to fingerling size. Visitors arewelcome to inspect the hatchery and ponds.

Fish Hatchery Is Attraction At Marblemount

An interesting side trip when visiting Marblemount and the Cascade highway is a visit to the Marblemount Fish Hatchery, just a short distance off the main road and over the Cascade river bridge. The visit will be a surprise in that after driving into what looks to be a primitive area, you suddenly behold an unusually attractive group of buildings in the midst of the wilderness.

The Skagit River hatchery was built by the State Department of Fisheries in 1946 and 1947 at a total cost of $293,830. The purpose of the hatchery is to offset somewhat the inroad of the upper Skagit dams on the salmon run in the Skagit river.

Installations consist of a hatchery building, complete with apartment, hatching troughs, refrigeration, feed room and shop, 20 outdoor rearing ponds 20 feet by 80 feet, two fine residences and two water systems—one from Jordan Creek by gravity and one from Clark Creek by a pumping system.

Operations began at the hatchery in 1948 when 586,900 chinook fingerlings and 220,900 silver fingerlings were planted. The plantings have increased year by year until the 1950 planting totaled 1,344,000 fingerlings and 400,000 yearlings. The returns so far have been gratifying in that a run of more than 3,000 silver salmon put in their appearance in Clark Creek as a result of the 1948-49 plant from the 1947 brood fish. This was the first time more than 100 silvers had appeared in the creek. Big increases are expected in the future in all streams now being planted.

Herald, April 21, 1927—The board of county commissioners passed a resolution yesterday establishing a new county road from the Sauk ferry at Faber to Sauk Prairie, a distance of about seven miles. Work will start in the next 15 days. The cost of the road is estimated at $30,000.

Herald, June 30, 1927 — The Knights of the Ku Klux Klan and some of the ladies of the Klan held an interesting parade and street meeting in this city last Friday evening, and the crowd that turned out to view the parade and to attend the meeting was equal to that of any celebration ever held in this city.

Special Offerings At The Concrete Dept. Store

BETTY BAXLEY RAYONS and SHEERS
6.95 7.95 9.95

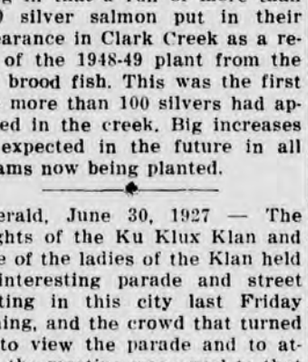
Cotton Plaid Blouses 3.50
White and Pastel Blouses ..... 2.95 up

Men's Suntan Trousers 3.95
Men's Army Twills 6.50
Rayon Sport Shirts, Washable 5.75
Men's Work Shoes ..... 6.95 up

Special Reductions On
ALL LADIES COATS and DRESSES
—ONE-THIRD OFF!

Get B. F. Goodrich
Tubeless Tires Now!
TESTED AAA PROVED
1 SEAL PUNCTURES
2 PROTECT AGAINST BLOWOUTS!

Impartial tests by the American Automobile Association add authoritative proof to the experience of over 100,000 users. *B.F.Goodrich Tubeless Tires not only seal punctures, but protect you against blowouts.* Here, at last, is a real peace-of-mind tire! Fits your present rims. If we don't have your particular size in stock, we can place an order. Come in and talk it over today.



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Attention ! !
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STILL TIME TO TAKE ADVANTAGE OF THIS HISTORY-MAKING OFFER

Now You Can Own a One or Two-Bedroom House For As Little As $300 Down and Payments of $35 a Month

We are prepared to start construction immediately, so don't wait. See the plans and specifications now available at our office. The price of these modern homes is as low as $4750.

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NORTHWEST BOOKSHELF

PREPARED BY THE STAFF OF THE UNIVERSITY OF WASHINGTON PRESS

With the coming of the Japanese Trade Fair to Seattle we thought we would look into the cultural attractions of our former-enemy-turned-ally and devote a column to the books and literature of and about Japan.

The search for material has proved fruitful, and inasmuch as the Fair will have on display books and art goods (among the thousands of trade items), and there will be stage presentations, fashion shows, and a series of films on Japanese life, culture, and commerce, we take the opportunity to urge the importance of knowing more about Japan through books and artistic achievements.

For those of us who may never set foot on Japanese soil it is only through the printed word (and such infrequent events as trade fairs) that we can learn about the colorful island kingdom that is figuring so prominently in world affairs.

★

There are two facets to our understanding of Japanese culture through books: (1) Japanese literature itself (unfortunately, the good, readily available prose translations of modern works are not the best or most typical examples) and (2) books about Japan in English.

As to books about Japan, while it is difficult to draw up a well-rounded list, it is nevertheless possible to include some of the best and most representative.

For first things first we can turn to the historians: Two outstanding cultural histories are Sir George Sansom's **Japan: A Short Cultural History** (Appleton-Century, 1943), which covers the early period until the first part of the 19th century, and his **The Western World and Japan** (Knopf, 1950), continuing the story down to 1894. . . . Edwin O. Reischauer's **Japan, Past and Present** (Knopf, 1946) is an excellent brief interpretative history of Japan from ancient times until the end of the recent war. . . . G. C. Allen's **A Short Economic History of Modern Japan, 1867-1937** (Allen and Unwin, London, 1946) presents history from a different angle, while Oland D. Russell's **The House of Mitsui** (Little, Brown, 1939) shows, through an account of one of the great industrial families, the amazing development of Japan from feudal days to its rise as a great power.

For the geographical background, Glenn Thomas Trewartha's **Japan: A Physical, Cultural and Regional Geography** (Wisconsin, 1945) is recommended. . . . Ruth Benedict's **The Chrysanthemum and the Sword** (Houghton Mifflin, 1946) is a stimulating analysis by the distinguished anthropologist of certain phases of Japanese character. . . . As for the language, we are not at all reluctant to mention Wilhelmine Creel and R. P. Alexander's **Spoken Japanese: A New Approach** (Washington, 1945).

Among the best translations are three by Arthur Waley: **The No Plays of Japan** (Knopf, 1922), **The Tale of Genji** (Allen and Unwin, 1935), and **The Pillow Book of Lady Sei Shonagon** (Houghton Mifflin, 1929). . . . For art there are the convenient and well-illustrated Noritake Tsuda's **Handbook of Japanese Art** (Sanseido, Tokyo, 1935) and H. Minamoto's **An Illustrated History of Japanese Art** (Hoshino, Kyoto, 1935).

★

Turning to Japan today, one of the outstanding journalistic efforts is Frank Kelly and Cornelius Ryan's **Star-Spangled Mikado** (McBride, 1947), a colorful account of the early years of the Occupation. . . . For more thoroughgoing works we recommend Edwin M. Martin's **The Allied Occupation of Japan** (Stanford, 1948); Harold Wakefield's **New Paths for Japan** (Oxford, 1948); Jerome B. Cohen's **Japan's Economy in War and Reconstruction** (Minnesota, 1949); and Reischauer's **The United States and Japan** (Harvard, 1950).

Among the books this year are Jean Gunther's **The Riddle of MacArthur** (Harper); Robert B. Textor's **Failure in Japan** (Day), just out; Virginia S. Clifton's **Time of Fallen Blossoms** (Knopf), by a talented Australian; and a whole rash of others that are being groomed for the race to get books on Japan in print in publishing houses over the country.

Not Without Usual Errors

(Continued from page 1)

Walt. Walter was Hermans brother and an equally well-known packer, but he wasn't in the picture. Sorry, Herman, but we printed 1,500 of the mistakes before we noticed it.

We had quite a bit of trouble with spelling of names. Old records show one spelling, latest maps show the way they emerged after 50 years of use. Goddall's became Goddells, Rowland's became Rollands, so on down the line. It was so confusing that in spite of our attempts to use the original spelling, there occasionally was a slip between the heading (set later) and the story.

Local News

Mr. and Mrs. Wm. Doyle spent the week end at Camano Island.

Mrs. Woodrow Olson of Rockport was shopping in town Tuesday.

Mrs. Ray Beazzizo was shopping in Sedro-Woolley Tuesday.

Mr. and Mrs. G. Raymer were at Orcas Island Sunday.

Mrs. Bruce Presentin and son returned to Seattle Sunday.

Mrs. Geo. Ely and grandson of Seattle returned home Thursday.

Paula Gallagher spent the week end in Bellingham.

Mrs. Loren Scott and Mrs. Ted Boyd were shopping in Mount Vernon Tuesday.

Mr. and Mrs. Jim Boyd were at a family reunion at Larabee Park Sunday.

Mrs. Elmo Anderson and son were in Sedro-Woolley shopping on Monday.

Mr. and Mrs. Ray Johnson of Rockport were visiting in town on Tuesday.

Mr. and Mrs. Keith Hicks and children left Tuesday for Wenatchee for a few days.

Mr. and Mrs. Arthur Dwelley visited on Sunday at the home of Mr. and Mrs. C. W. Pyatte of Rockport.

Visitors at the C. B. Mason home are Mrs. Kenneth Mason of Lopez Island and Mr. and Mrs. Orman Mason of New York.

Mr. and Mrs. Fred Foss and children of Anacortes were Sunday guests at the Sadie Van Cleave home.

Mr. and Mrs. Floyd Gardner and sons and Mr. and Mrs. Johnnie Frank and children and Mr. and Mrs. Armond Bianchini spent Sunday on Whidbey Island.

Visitors at the Weir home Sunday were Mr. and Mrs. Emil Johnson of Seattle and Mr. and Mrs. Oscar Byerstead of Sedro-Woolley and Mr. and Mrs. John Weir of Anacortes.

Mr. and Mrs. Gus Hockett and sons Dwayne and Byron and grandchildren, Randy and Deana Versoi, and Mr. and Mrs. H. A. Bronson picniced at Reservation Beach Sunday and went fishing at Camel Lake.

Mr. and Mrs. C. Ford were in Seattle over the week end.

Herman Rhode of Marblemount was in town Tuesday.

Mrs. Vashti Hooper and sons were in town Tuesday.

Mr. and Mrs. Edgar Gates and children were in Ferndale Sunday.

George Livie and Jolly Wahl were visiting in Twin Cities Sunday.

Mr. and Mrs. Wilbur Wright were in town Tuesday.

Mr. and Mrs. Dick Buller were in town Tuesday.

Mrs. Wm. Cupples will leave Sunday for Rebecca Assembly held in Tacoma the 24th of June.

Mrs. Wm. Cupples was attending to business in Mount Vernon Monday.

Mr. and Mrs. Eddie Clark of Marblemount were in town Tuesday.

Mr. and Mrs. Hugh Hunziker of Marblemount were in town Tuesday.

Mr. and Mrs. Sam Pulice and Mr. and Mrs. Angelo Bianchini were on Whidbey Island Sunday.

Mrs. M. Spurling and daughter Kay of Birdsview were in town on Friday.

Mr. and Mrs. C. C. Biggerstaff were in Marblemount and Concrete visiting relatives.

Mr. and Mrs. Dan Dillard and sons of Oak Harbor visited at the W. S. Gregory home over the week end.

Mrs. Geo. Ely and Mrs. Wallace and Mr. and Mrs. Jim Forbes and sons attended a family reunion picnic at Larabee Park Sunday.

Mrs. Claude Baxter was in Mount Vernon last week on business.

Mr. and Mrs. J. Livie were in Mount Vernon Tuesday evening.

Al Bianchini returned to Bellingham to enter Summer School.

Jim Spargo of Portland is visiting for a few days with relatives.

Mrs. Ray Ross and children of Colville are visiting in town for a few days.

Mr. and Mrs. Dave Stafford of Canada visited at the home of Glen Stafford.

Mrs. John Stadiman and children left Sunday for Bellingham where they will spend the summer.

Myra Huestis and Rita Sherwood of Renton visited over the week end in town.

Mr. and Mrs. Ralph Rohweder of Burpee hill have purchased acreage at the McGlinn place and are building a home on the property.

Mr. and Mrs. Jim Forbes and sons of Vancouver, Wash. visited with relatives here over the week end.

Mr. and Mrs. Jerry Clements and children spent the week end in Seattle.

Mrs. Hurst Riggs of Marblemount was in town Tuesday for the funeral.

Mr. and Mrs. Dooley Kastner returned from three weeks vacation to Michigan and other states.

The Royal Neighbor Lodge will meet at the home of Mrs. C. Cunningham Wednesday, June 27th.

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9-1 Saturday; Evenings By Appointment

Concrete Theatre

Saturday Only — June 23
Rod Cameron and Cathy Downs in
"PANHANDLE"

Sunday and Monday — June 24 and 25
Ronald Reagan and Ruth Hussey in
"LOUISA"

Tuesday and Wednesday — June 26 and 27
"COPPER CANYON"

Thursday and Friday — June 28 and 29
Anna Lee and Gilbert Roland in
"HIGH CONQUEST"

Sunday: 2 shows—Starts 7:00
Tuesday: 1 show—7:15 Other Nights: 8:00

DAN'S MARKET

CONCRETE, WASHINGTON

A Convenient, One-Stop, Shopping Center

ALL PRICES GOOD FRIDAY, SATURDAY AND MONDAY

Diced Beets Stokely's — Two cans for 21c
Flavor-Aide — Three for 13c
NUCOA Oleomargarine — Two pound package 77c
Corn Meal Yellow — Ten pound bag 79c
Corn Flakes Each — Kellogg's Giant size 21c
Crackers HI-HO — One pound package 31c
Crackers NBC — Snowflake Two pound box 55c
Tuna Fish 6 oz tin — Light Meat Each 21c
TREND Soap Powder — Two reg. packages 38c
Clorox BLEACH — Half gallon jar 29c
Biskit Mix FISHER'S — All Purpose Each 41c
Miracle Whip — Kraft Whip Dressing Qt. for 63c
Catsup HEINZ — Bottle 25c
Asparagus 14½ oz. tin — Ski Slide Each 39c
PEAS Sunshine Blackeye — No. 2 tin 19c
Salad Dressing — Nalley-Valley Qt. Jar 59c

Latest Prices In Our Produce Dept.

WATERMELONS, Klonkyde, lb. 7½c
CANTALOUPES, Ripe firm, lb. 10c
TOMATOES, Tube 25c
CAULIFLOWER, Local white 13c
CUCUMBERS, Local ..... lb. 13c

COMPLETE LINE OF CANNING SUPPLIES
Lids, Rubbers, Caps, Jelly Glasses and Jars

SLICED BACON Lb. 49c
HAMS Regular Whole of half Lb. 65c
SPARE RIBS Pork Lb. 45c
PORK ROAST Shoulder Lb. 45c
PORK STEAK Lb. 55c
FILET OF COD Lb. 39c

Fiftieth Anniversary Edition, 1901-51

SECOND SECTION—EIGHT PAGES

The Concrete Herald

VOLUME FIFTY | CONCRETE, SKAGIT COUNTY, WASHINGTON | ANNIVERSARY EDITION

A History Of The Upper Skagit Valley And It's Pioneer People

History, as we know it from books, begins with the coming of the first settler to the wilderness. The upper Skagit valley was still a wilderness 100 years ago. At that time it was known there was a large river tumbling into Puget Sound from a wide, flat delta within sight of a beautiful snow-capped peak, but this information was relegated to the logs and maps of the explorers who were busy charting the shores within reach of their boats. So the upper reaches of the Skagit had to wait. In some ways they are still waiting, for after a hundred years there are many known sources of wealth that lie untouched, awaiting the proper and convenient time to be turned into jobs, into materials, into dollars.

Of the days before the coming of the white man, little is known except that the Indians lived happily and well in a land filled with game of all kind, a river and many streams teeming with trout and salmon, a shore line where clams, crab or salt water fish could be caught in any quantity. The soil was fertile for any type crop they wished to raise. It was a land of plenty. No one had any thought of cutting timber, clearing land or mining gold—only of living comfortably.

Nature occasionaly brought disaster to the land. There are tales of a great flood on the Skagit in 1815 when the river at Concrete rose to thirty time its normal flow. Then in 1843 came terrible days as Mount Baker erupted and threw flame and ashes high into the air, setting forests afire and covering the valley with cinders. The huge lava flows from the mountain can still be traced from later eruptions in 1854, 1858 and 1870, dates having been figured from tree rings of burned stumps found where the hot rock flowed.

Early Discovery by Cook

It was in 1792 that Captain Cook, following the stories of other early seafarers, came to the West Coast in search of new lands to exploit, and found his way into Puget Sound. The inland waters had somehow been missed by others up until that time. Then came Capt. Vancouver to fully explore the islands and the mainland shore. A number of other explorers visited the Sound, but few left any sign of permanent settlements.

Disputes over the territory were partially settled in 1846 when Great Britain and the United States set an international boundary. Then came the settlers and in 1858 the lands of Northern Puget Sound were ceded in treaty by the Indians who moved to a reservation on Fidalgo Island. First white settlements were at Coupeville, Utsaladdy, and Anacortes. By 1860 a number of settlements and homesteads had been founded.

Log Jams Blocked River

The first recorded visit to the upper Skagit was a trip made by Major Van Bokkelen and party in July of 1858. According to his report the party started up the river only to find three huge log jams in the first twelve miles of progress. After working their way past these obstructions they found easy going and followed the river through many miles of forest-lined banks.

In search of gold, the party prospected all likely-looking bars and found traces of the yellow metal in almost every case. Their trip continued until they came upon a smaller river entering the Skagit from the north. This they followed through a deep canyon and for many miles into swift water, eventually coming out on a huge lake, behind which rose almost the full height of Mt. Baker. About the lake they found several camps of friendly Indians. No large gold strike being found the party returned down river to tell their story of discovery to others.

The lure of gold brought many others up the river. With the gold seekers came the homebuilders and homesteads began to appear along the banks of the lower reaches. It was 1870 then and the influx had begun in earnest. Here was new land, rich land, waiting to be

(Continued on page 3)

Ovenell Ranch Settled By Hamilton in 1883

Baker Bulletin, Aug. 24, 1908 - - A Historical Farm. Across the river at the confluence of the Baker and Skagit rivers lies the historical Riverview farm, now owned by S. E. and C.F. Jones. There are about 150 acres in the tract, in the shape of an L. It was first settled upon in 1883 by Frank R. Hamilton and wife, receiving a patent for the land in 1885, when this country was a part of Whatcom county. After clearing off the fir and cedar from the land, the Hamilton's set out fruit trees, apples, pears, peaches, plums, prunes, and in one sunny spot grapes are growing in wild profusion. In 1903 John Carlin bought the place and in turn sold to James Swzine. J. V. Van Horn acquired the title in 1905 and sold to the present owners in 1907.

Big Silver Strike On Thunder Creek Up Skagit

Baker Bulletin, Oct. 6, 1908 — On Thunder creek a strike of silver lead ore has been made on the Liberty vein, one of the properties of the Standard Reduction and and Developement Co. of Washington. The vein shows a present width of about twenty-six inches, ten of which being solid ore. Trams, water power, electric light, plant camps, etc. have already been established.

Telephone Subscribers To Get Van Horn Soon

Concrete Enterprise Aug. 29, 1909 — The Skagit River Telephone and Telegraph Co. of this city is improving its system to the extent that it should be possible after this week to telephone to Van Horn. Next spring the company will enter Sauk and Rockport.

Home of Magnus Miller, Founder of Town

The home of the founder of the Town of Baker used to occupy a choice bit of ground right on Main Street. This neat yard was once located about where the present Legion Hall now rests. Mr. Miller platted the original townsite, profited greatly from his foresight when the real estate boom of struck in 1908-09.

MAGNUS MILLER WAS FOUNDER OF TOWN OF BAKER; SETTLED 1890

Baker Bulletin, July 27, 1908 — — Magnus Miller is the father and founder of Baker. In 1888, just twenty years ago, Richard Challenger settled on this side of the river and his claim included the present Baker Townsite.

In 1890 Magnus Miller came along and bought Challenger's property and established his permanent home thereon, and this home was really a hotel with accomodations for any wayfarer seeking the beauties and inspiration of the mountain valleys. It was the largest and best building in the upper Skagit country and Mr. Miller's hospitality soon established an attractive reputation for Baker as a pleasant resort for the town-weary hustler.

In 1891 there was a considerable little settlement and the people built a school house on John Benson's place on the Skagit, near the mouth of the Baker, close to town. Then Mr. Miller got busy to land a post office and he finally succeeded with the help of everybody in the new settlement, the postoffice being established at Miller's house in 1892, and Mr. Miller was the first postmaster.

The town saw its first real boom however, about eight years ago when the Great Northern railroad reached its confines, and then Wilson M. Aldridge arrived and established a large general store. The next year the Baker River Lumber Co. built its shingle mill at Baker, cutting over 1,000,000 shingles daily.

Next came the Washington Portland Cement Co's. plant, which was operated all last year. In 1907 the Superior Portland Cement Co. commenced the erection of the big plant a short distance up the river from Baker, and this immense establishment commenced manufacturing cement last Wednesday, July 22nd.

Fourth Of July Mine Rich Mt. Baker Property

Baker Bulletin, Sept. 28, 1908 — Joe Morovitz, the Swift Creek pioneer, who discovered a free-milling gold mine on Mount Dewey at the head of Swift Creek seventeen years ago, developed it,bonded it for $25,000 and got $6,000 cash, put in a tunnel 140 feet and a crosscut 70 feet, and then lost the vein, has rediscovered the the lost streak of yellow. This vein, known as the Fourth of July mine, was lost just three years ago when work on the development was suspended. Morovitz has been running a 40 foot tunnel, and on Monday, Sept. 14, he struck the real vein again. The vein is six feet wide and ten feet vertical depth. The ore is very rich and assays have shown slightly more than $100 to the ton. The equipment of the property includes a two-stamp mill, which has been idle nearly all the time since its installation.

Concrete Steam Laundry Starts Up In 1909

Concrete Enterprise Aug. 29, 1909 — The Concrete Steam Laundry began operations last Monday and everything is running smoothly. Messrs. Nelson and Ryther are the proprietors.

Herald Observes First Fifty Years Of Service

This issue of the Concrete Herald is in commemoration of fifty years of publishing in the upper Skagit valley. This is our Golden Anniversary year, the beginning of what is hoped will be many more years of uninterrupted recording of the events and happenings of the valley. The Concrete Herald first came into being as the Hamilton Herald on Nov. 23, 1901, at Hamilton. F. J. Wilcox was the first editor. Two years later it was sold to Hans Bratlie. About 1910 it became apparent to Editor Bratlie that Concrete was to be the metropolis of the upper Skagit, so he moved his plant to this city and changed the name to The Concrete Herald. The Herald was not the first paper of the district, nor the only one. It just happened to be the hardiest of the lot.

But for the fact that in 1914 the Herald building burned to the ground destroying all previous files of the paper, it would have been possible for us to give a complete week-by-week history of this district from 1901 up to the present time. The fire caused a blank spot in our records that has been filled only by patching together pieces from other publications, remembered dates and other bits of history. There are still many years—from 1901 to 1908 and from 1912 to 1914 where we are unable to say with authority that this or that took place on a cerain day. During this time we can only approximate the time and presume the action. For the years for which we have the weekly papers, we have taken our information direct from the news columns of that day to give you history as it was written at the time.

In the fifty years of publication the path of the Herald has not been always without briars. There were good years, but more of the lean years. Nobody ever got rich. Editor Bratlie propably did better than most owners by selling the paper several times to unsuccessful publishers. Mr. Bratlie wrote for the Herald many years before he finally drifted into other work and made way for a succession of transient edtors who published the Herald for him. Then came several buyers—first Ralph Benjamin, then J. A. Collins, who later died in a Hotel fire here; Jim Webster and G. L. Leonard. The latter two were operating at partners when a foreclosure in 1929 brought the paper under the control of Frank Evans, editor of the Sedro-Woolley Courier-Times.

Editor Evans had at that time in his printing office a young man recently transferred from the Anacortes Mercury-citizen. He happened to be the one man in the shop who could operate all machines necessary to print a paper, and also had a bit of writing ability. So Chuck Dwelley was sent to Concrete to take over the Herald.

In the years that followed the depression struck and Editor Dwelley, then youngest editor in the state, managed to keep the Herald operating and was finally able to pay off the last Bratlie mortgage and buy out the interest of Mr. Evans.

Except for a two-year leave for service in the navy during World War II your present editor has continued to publish the Herald each week and is now closing his 21st year as publisher. In that time the Herald has become well-known in the state as a lively little paper, has won national recognition for editorial content and has shown a bit more than nuisance value to the upper valley.

The Herald counts among its trophies a number of assists on the different civic projects accomplished here, and also helped serve as a voice for the valley in road and bridge matters.

The Herald is happy to present this Fifty-Year Edition for your pleasure. Such items as are contained in these pages have a way of slipping into oblivion. By this reprinting we hope to keep stories of the early days, and pictures of the growth of the valley, alive in mind as well as distilled into a volume that can possibly be found in attics and old trunks fifty years from now.

Only Half A Day From Deer Creek To Sauk

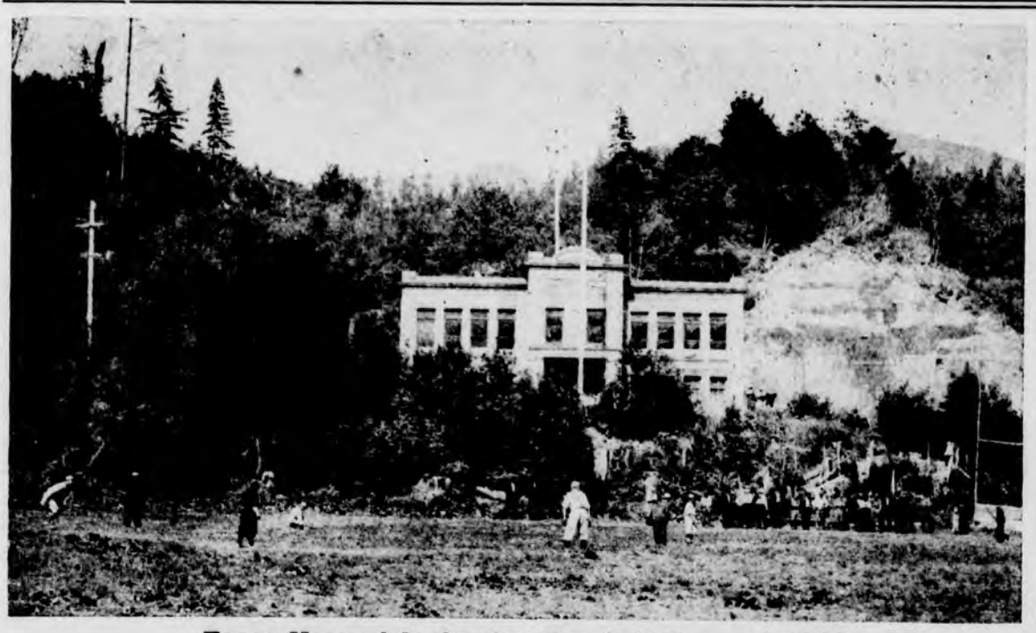
October 1908—The United States department of argiculture, through the forestry department is building trail through the national forest. The most important of these is the Sauk - Deer Creek trail. This leaves the county road at the south side of the David Faulk farms and runs southwesterly to Phinney creek and then follows near the creek to the southwest corner of that township and then crosses a low divide into the valley of Deer Creek in a northwesterly direction, crossing Cumberland pass and down Hamilton creek to Hamilton. About 12 miles of new trail has been built since the work began in July and it is now open for horses as far as Deer Creek so that one can ride through almost unbroken forest from Sauk to McMurray. The settlers living in the Deer Creek and Phinney Creek country can get out to the railroad at Sauk in half a day, whereas it used to take a day and half. The trail cost about $150 a mile.

Sawmill Built For Mine At Doubtful Lake

Baker Bulletin, Oct. 5, 1908 — The Cascade Consolidated Mining and Smelting Co. which has seventeen mining claims in its group at Doubtful Lake, near Cascade Pass, has built a new sawmill and is piping water several hundred feet to supply water for its air compressors in driving a tunnel starting a half mile below the lake and plans to crosscut all the claims. The sawmill will also be operated by water power.

Baker Was Quiet Shingle Mill Town In 1907

This peaceful scene is the town of Baker as seen from a point on the ridge near Capitol hill, looking east toward the present depot hill. Seen in the lower center of the picture is the Baker River Mercantile Co. store, with the mill to the right. Seen across the tracks is the old Springsteen Saloon, at the top of the hill the Aldridge store and other buildings of Baker in 1907. In the background is the Washington Portland Cement Plant and Cement City.



Tense Moment In Sunday Baseball Game of 1912

The school field has been the main athletic center for many years for both school and townspeople. Pictured here is the field way back in 1912 when the grade school was the entire school plant. A bench had been dug from the hillside to make room for the building. A bit of flat, swampy ground was drained to make the ball field. A Sunday crowd watches the local boys perform.

History of the Skagit Valley

First Settler Above Mount Vernon

(Continued from page 1)

taken. The log jams at Mount Vernon still blocked all traffic except by canoe but still they came. And they found unlimited timber, minerals, coal—and even gold!

The first settler above the jam was A. R. Williamson who found his ideal homestead in the vicinity of Lyman in 1871. From that time on, every year would see more log cabins raised at some likely-looking spot along the river and there would be one more place for the weary canoe parties to stop and rest, get a good meal or a night's sleep under a roof.

Discover Hamilton Coal

Amasa Everett, Lafayette Stevens and Orlando Grahm were in search of minerals in 1874 when they stopped near the site of Hamilton to prospect the hills there. The latter, not being a mining man went off to look at some black rock the Indians had told about and came back with news that a mountain of coal had been located. Mr. Everett unfortunately broke his leg on this trip so the partners returned to civilization. The primitive setting of the leg, however, was far too crude and the leg had to be amputated.

Not to be discouraged Mr. Everett and his party made another trip a year later, in 1875, in which they went as far as Marblemount. They returned discouraged and took up a claim on the east bank of the Baker rive (then called the Nuhcullum). A new member of the party, John Rowley, took up his claim directly across the Skagit and both Everett and Rowley erected log cabins. They spent the winter in seaching for gold. They found it in many places, but never in paying quantities. They made most of their cash for buying supplies by splitting out cedar for cabin doors. These they took down the river to Mount Vernon to sell for $4.00 each. Cedar oars also brought good returns at $2.00 a pair.

Rowley continued to prospect the Skagit until a few years later he hit upon the gold-loaded gravel of the Ruby Creek district and started the biggest rush to the upper valley that has ever been known. In his party at that time were Otto Klement, Charles von Presentin, John Duncan, and Frank Scott. Their trip consisted of a journey to the head of the Skagit, across the Cascades and into the Methow valley. On the return trip down the river their boats were upset and lost and they barely made it back to the Baker river where their provisions were stored with "Cascade Charlie", an Indian. He transported them back to Goddall's landing just below the Skagit gorge, where they built a log hut and whipped out lumber to build sluice boxes with which to work the gold bearing gravel. All this was in 1877.

Winter forced the party to return down valley but they came back in the spring to start work. It is interesting to note that their records tell of finding the remains of a natural rock bridge about 15 miles above Goddall's landling. (Diablo canyon). A cabin built at that point was known as the Tunnel House and was a place for the storage of their supplies. Gold was not too plentiful, but enuogh to keep them working.

Ruby Gold Strike in 1879

In 1879 Albert Bacon put in a

(Continued on page 3)

Fast Service On Modern Dry Cleaning

A well equipped plant of latest dry cleaning machinery . . . plus the know-how, gives Concrete and the upper valley the best in dry cleaning, pressing and mending service in a convenient location.

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For Any Repair Job in Book, Drive in to McGovern's.

Standard Oil Products

B. F. Goodrich Tubeless Tires Parts and Accessories

Van Horn Mill Brought Prosperity And Hopes of A Great Future

J. V. Van Horn operated this general store near where the Van Horn Service is now. In 1904 this was a thriving community with the Tower Mill Co., in the background, employing a large number of men both in the mill and in the woods.

History of the Skagit Valley

Find Gold In Quantity on Ruby Creek

(Coninued)

wing dam on the river and washed out fifteen hundred dollars in gold dust in a season. Rowley, Duncan and Sawyer opened a claim on Canyon Creek, some ten miles above Bacons' claim and took out a thousand dollars. Their return to Mount Vernon with pouches of gold dust set off the inevitable gold fever and the rush was on.

By this time the government had been persuaded into paying the cost of removing the log jams on the river at Mount Vernon. For the balance of 1879 and into 1880 over four thousand men fought snow, high water and winter cold to tear at gravel bars and rock hills of the upper Skagit with pick and shovel. The came by canoe, by trail, by river boat. Some even polled barges but gave up by the time they had reached the Baker. Many were drowned in the raging Skagit canyon, many died on the trail or in the bitter cold of the camps In the winter of 1880 snow was thirty feet deep in the disrict and many years later tree stumps could still be seen cut thirty feet above the ground where the miners fell them for fuel and lumber from the surface of the snow.

Clothier & English of Mount Vernon set up a branch store at Godall's landing, many road houses prospered along the river all the way to the gorge, known as "Portage." Ruby City, which is said to have been platted on twenty feet of snow, also had a small store.

Steam Boats Arrive

The fare on the steamers from Mount Vernon to Portage was $12, then dropped to $8 as the time necessary for the trip was cut to two days. It was 80 miles from Mount Vernon to the landing. Boats traveling on the river were The Chehalis, The Josephine and The Fanny Lake and rivalry was great between the captains as they sought to outdo each other on passengers, freight and speed.

Captain Brennan of the Chehalis was said to have been a big Irish man with a wild temper who judged the length of his trip by the amount of whiskey he had in his keg. He'd start from Seattle with a full keg and when it ran out he would start back—no mattter just where he happened to be on the river.

Captain Bailey of The Josephine was a half-breed, but a fierce competitor of the irascable Irishman. It was he who first brought his boat as far as Lyman and started the feud to see who could go furthest up the river. Paul Pressentin tells of a boat race between the two riverman which reached a climax just below the site of Birdsview where the Pressentin homestead was located. He isn't sure which boat won, but as the leader came around the bend through the rough water it slowed almost to a stop. The other came up and began to steam past. As it became apparent that if something wasn't done the first boat would lost out, a big cloud of black smoke rolled from its smokestack and it took off with such speed that it came into Pressentin's landing just in time to nose out its rival. The passengers were cheering and shooting off guns in wild celebration. It turned out that the captain, in desperation, had tossed a sack of bacon into the fire for the extra spurt of steam.

The Pressentin place was a favorite stopping place on the river as there the boats bought wood for fuel and the passengers could get food and lodging. Other stops were made at Dave Batey's at Sedro-Woolley, Williamson's at Lyman, Everett's at the Baker, at Sauk and at Marblemount.

By the end of 1880 the gold rush had subsided into a quiet working of the claims already staked. The get-rich-quick boys were gone and the workers stayed on to prospect and mine the hard way. All supplies had to be carried over dangerous trails by pack train, but this was done as a matter of course. There was gold to be found and men to find it. Huge stamp mills, tons of cable, heavy mining tools, all managed to find their way over Devil's Elbow on the backs of pack animals in a manner that many tall tales of recent years seem half-hearted.

(Continued on page 4)

Hunting Party Dumped Into Swift Skagit River

Baker Bulletin, Oct. 19, 1908 — Gus Sherman, Gus Record, Frank Springsteen and J. E. St. John started across the river at the mouth of the Baker on a hunting trip last Wednesday, taking with them four dogs. The whole outfit piled into one canoe. In crossing they paddled into a riffle in the stream, and the water dashing in swamped the canoe. All hands piled out except St. John, who hung onto the canoe and was carried some distance down the Skagit before making a landing. Outside of a good ducking, the party suffered no consequences. The guns were lost, but recovered.

"Nut Column" Writer Leaves For Anacortes

Concrete Herald, July, 28 1917 M. G. Flower, who for the past eighteen months has been editing the Nut Column of the Herald, has been sniffing the west wind for some time. A few days ago a waft of clams and salmon reached him and he decided he would immediately have to pack his lunch basket and go to Anacortes, where he has joined the staff of the Anacortes American. A few of the long-suffering subscribers of this paper will probably be glad he is gone, for we have had our hides tanned and got our sensitive feelings punctured all for his amusement. In spite of this he made many friends during his stay in Concrete and we wish him every success.

Only Seven Hours!

Concrete Enterprise July 12, 1909 — J. C. Eden came up from Seattle Saturday in his fine new automobile. He made the trip in record time being on the road only seven hours.

For A Better Upper Skagit---

YOUR INDUSTRIES AND BUSINESSES ARE BEING SERVED BY OUR FAST, ECONOMICAL TRUCKS. FREIGHT BROUGHT TO THE DOOR WITHOUT DELAY AT LOW STANDARD RATES.

WE HAVE THE TRUCKS FOR ANY SHIPMENT, LARGE OR SMALL.

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Our First Advertisment

Concrete Herald, July 29, 1916

Business Under New Management

AUGUST 1ST I WILL TAKE OVER THE GROCERY, HARDWARE AND GENERAL BUSINESS HERETOFORE CONDUCTED BY E. L. PINE AND WILL CONTINUE THE SAME ALONG THE MOST APPRDVED LINES. MY STOCK WILL BE FRESH AND CLEAN AND SOLD AT LOWEST PRICES CONSISTENT WITH THE HIGHEST QUALITY GOODS AND BEST SERVICE. ON THIS BASIS I SOLICIT A SHARE OF YOUR PATRONAGE AND ASSURE YOU MY EARNEST ENDEAVOR TO SATISFY YOU AT ALL TIMES.

Carl Monrad

. . . After 35 Years of Continued Effort to Give You Quality and Service in a Most Modern Store, Our Opening Advertisement Still Typifies Our Standard of Doing Business.

CARL MONRAD

GENERAL MERCHANDISE

Highest Quality and Top Service Since 1916

Valley's First Barber Found Time To Shave Himself

The young man looking so pensively into the mirror is none other than Al Gardinier, who came to this district in 1903 to set up the first professional barber shop in the upper valley. This is his shop at Van Horn, where he first opened for business.

History of the Skagit Valley

Only One Case of Indian Trouble

(Continued)

With the gold rush dying, many of the men found the river and it's land still interesting. Many stayed to build homes and start hewing down the forests to lay out farms. Frank R. Hamilton and his wife settled at the mouth of the Baker in 1880. Mrs. Theodore Sunter was the first white women to settle here and Mrs. Hamilton the second. At that time the population included the Sunters, the Hamilton's, Eli Frome, A. Everett, Orrien Kincaid and S. Anderson.

Indian Trouble

The following year the little community had Indian trouble. The Indians were protesting the government survey of the upper Skagit district, saying that no treaty had been made to give them the land. The surveyors were warned by Everett to shoot to kill if attacked and this was overheard by the Indians. Later Everett was attacked and in self-defense wounded two, one fatally. He escaped down the river with Willard Cobb in a canoe and gave himself up a Mount Vernon for trial and was acquitted. The tribal gathering of the Indians sustained Everett and they settled their differences by payment of money and the return of things that had been stolen from his cabin.

An interesting side-light of this incident was a visit of a Colonel Pollock and forty soldiers from Port Townsend to investigate the trouble. Col Pollock was apparently a pompous and self-important individual who immediately got on the bad side of both Mr. Everett and the Indians. Between them they decided to test the courage of this high and mighty army man, so arranged to set an ambush long the river bank as his party went by. They fired a number of shots, all carefully placed away from the boat. The Colonel and his men made a new record for speed and failed to make another appearance here.

As a result of the argument of the Indians against the survey and their protest against any further settling above the Baker, it was many years before the final survey was made.

But the valley continued to grow below this point and in November of 1881 the government granted a petition for a mail route by steamer, twice a week from Tulalip, to Stanwood, to Skagit City, Mount Vernon, Sterling, and Lyman.

Skagit County Formed

In 1883 a bill was passed in the legislative assembly of the territory setting up the county of Skagit. Previously all the Skagit valley country had been part of Whatcom county. It was quite a victory for the Skagit boosters as the bill was defeated once then revived after the Whatcom delegates had gone home and was passed sucessfully.

At this time the upper Skagit was served by good trail along the north side of the Skagit as far as the Baker River trail, and from there a passable route could be followed to Sauk. At Sauk one trail turned off for a crossing of the Cascades to come out at Wenatchee (over Buck Pass) and the other branch went up the Skagit to the Ruby Creek mines. The mail route was by water and was handled by

(Continued on page 5)

Superior Mercantile Co.

Central Concrete

A GENERAL MERCHANDISE STORE THAT IS AMONG THE BEST FOR ALL AROUND CONVENIENCE OF BUYING FOR A FAMILY. HIGH QUALITY ALWAYS AT PRICES THAT ARE AS LOW AS CAN BE MAINTAINED. AN IDEAL SHOPPING PLACE FOR ALL YOUR NEEDS.

Groceries Hardware
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Concrete Dept. Store

Originally Called "The Model"

For Over 40 Years
Clothing Center For The Valley

Men's and Women's Furnishings
Gossard Foundation Garments, Munsingwear Apparel
Lee and Black Bear Work Clothes
Florsheim and Endicott-Johnson Shoes
Hardeman and Columbia Hats

J. E. ST. JOHN, Manager Since March 1919, Owner Since 1923

CEMENT CITY This photo, taken about 1910, shows "Cement City" on the east side of the Baker River when it was the main stop on the railroad here. In the center of the scene is the Cement City Hotel. In the background is the busy plant of the Washington Portland Cement Co., office building and homes of employees. The plant was built in 1905-06, operated until 1918.

First Birdsview Store This is the first Birdsview Store, built in 1890. At the time of this picture it was operated by Henry Thompson as General Store and Post Office. Mr. Thompson, later well-known county commissioner, is the gentleman with the beard. On the porch is Annie Thompson (Later Mrs. Henry O'Malley; in the doorway is Mrs. Thompson and on the horse is Janie Thompson, later Mrs. Bob Russell.

History of the Skagit Valley

RAILROAD ARRIVES IN UPPER VALLEY

(Continued)

Adolph Behrens -- a 42 mile trip twice a week from Mount Vernon via Avon, Sterling, Lyman and Hamilton to Birdsview for the huge sum of $690 a year.

Lumbering was now coming into being in the upper valley with a saw mill at Birdsview operated by B. D. Minkler. This was a water-power mill built in 1878. The name "Birdsview" was taken from the first name of Mr. Minkler, "Birdsey."

For a close view of the logging industry of that day, a record of a Skagit river lumberman shows that there were nineteen logging camps on the Skagit at this time, employing four hundred men. An average camp consisted of sixteen men and one team of seven-yoke of oxen. The camp could be run for $60 a day and could bring out $150 worth of timber. If they did not own the timber the cost of stumpage was 75c per thousand.

Railroads Interested

With all the fine timber going down the river, the railroads began to become interested in the upper valley. A number of ambitious companies were organized, one even capitalizing for five million to run a line from Whatcom, up the Skagit and Sauk rivers, to Spokane. In 1889 the Seattle & Northern Co. had reached a point just six miles west of Hamilton. There they suddenly stopped for lack of money, much to the dismay of the valley residents. Two years later the company had raised sufficient funds to get to Hamilton and soon trains were running to that point and showing a return profit.

Huge Forest Fire

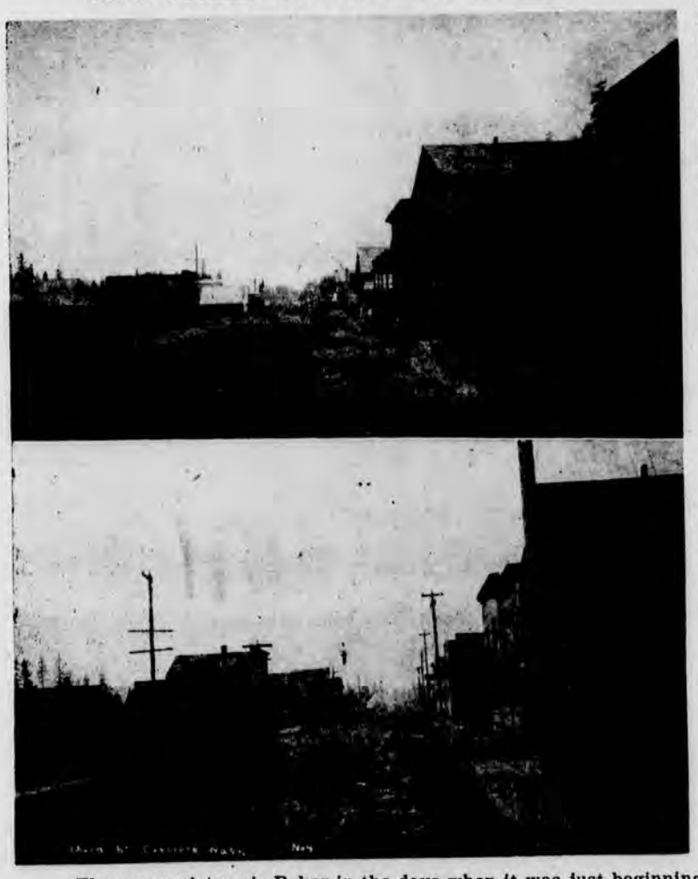
The next item of historic record is a forest fire which swept over the upper valley and into the Sauk valley in 1894. A great stand of timber was destroyed and homes, barns and other buildings were lost by F. Szrinski and H. C. Crockett on the Sauk, George Perrault, J. McCorkendale, W. James, J. Logan, Frank Backus and Wm. Newby on the Skagit. The Cascade school house also was burned in the holocaust.

To supplement salmon runs of the Skagit, the state had been operating a small hatchery at Baker Lake. This was purchased by the government about this time and improvements were started.

As young Skagit county went into the new century the 1900 census showed Birdsview with a population of 331, Cascade 138, Hamilton 563, Lyman 353, Baker 213, Sauk 251. The land was proving good, people were coming in from the east, the railroad had arrived. Industry was developing and the resources of coal, iron, minerals, limestone, water power, cedar and fir timber were being counted upon as proof of certain prosperity for generations to come.

(Continued in next section)

MAIN STREET IN ITS EARLY EVOLUTION



The upper picture is Baker in the days when it was just beginning to show signs of civic consciousness. A few widely spaced buildings—a real frontier town. Then came the boom of 1909 (below) and the town suddenly grew up. Cement sidewalks have just been installed and new electric arc lights hang over Main Street. These scenes looking west from site of present City Hall.

Old Dohne Road House Sold To Bingham in 1919

Concrete Herald, Nov. 1, 1919 — The old Dohne road house on the upper Skagit river was sold in the probate court of Whatcom county Thursday by W. J. Romaine, attorney for the Dohne estate. The two sealed bids for the property, consisting of the log house and 125 acres of land, were opened in the office of the county clerk. One bid was from Sadie Siverling of Marblemount for $2,775, and the other was from the Bingham Investment Co. of Sedro-Woolley for $3,000. The Dohne road house was a famous stopping place in the early 80's when gold hunters were making a rush into the Ruby Creek district. The property is near the entrance to the Skagit Canyon and is not far from the site of the proposed power plant of the City of Seattle.

Amasa Everett Sells Idea Of Cement Plant Here

Along about 1890 Amasa Everett discovered the hills around his Baker river claim were of clay and the rock was of limestone. In showing a ledge of the clay to an expert he was told that some of the clay had been used in making fireplaces and was more valuable as cement than for brick. Everett took a sample of the clay to New York and the result was the formation of the Washington, Portland Cement Co. which built a plant on the Baker in 1905.

Mrs. Vic Galbraith Has Narrow Escape In Baker

Concrete Herald, March 27, 1915 Mrs. Victor Galbraith, whose husband conducts a bolt camp on the upper Baker river, narrowly escaped drowning Monday when she precipitated into the swift waters of this stream. Mrs. Galbraith had left camp to go after the mail, and in order to reach her destination had to cross the river on a raft. The river had been rising considerably, and when off shore the raft became unmanageable and soon upset, throwing her into the water. Luckily she was still near the shore and after a hard struggle was able to regain the bank, but her escape was too narrow for comfort. Mrs. Galbraith suffered no ill effects from her experience.

Judge Landes Resigns As Marshal; Gailey On

Concrete Herald, June 8, 1918 Judge H. C. Landes, who has been serving as marshal of the town of Concrete since the first of the year, last week tendered his resignation to Mayor C. L. Wagner, giving as his reasons therefor that he is kept too busy in his blacksmith shop on A street that he could not properly attend to the duties of the office. To fill the vacancy Mayor Wagner has appointed John Gailey as marshal.

Frank A. McGovern

General Merchandise

Known since 1919 as the Garnet Thompson Store at Sauk, our establishment has built up a name for fair dealing and fine merchandise. After some years in the store we took over ownership on August, 1950, and will endeavor to carry on the tradition.

To serve our community and our many friends in the valley, we maintain a complete stock of Groceries, Bakery and Produce Items, Meats, Feed and Seeds, Hardware Items and a General Stock of Clothing and Household Needs. We also sell Standard Gasoline and Motor Oils.

Right on the highway between Faber Ferry and Rockport, you will find our store a convenient and economical place to do your buying.

SAUK, WASHINGTON

The Concrete Drug Co.

SERVING THE ENTIRE UPPER VALLEY WITH DEPENDABLE PRESCRIPTION SERVICE AND ALL MEDICINE AND DRUG ITEMS REQUIRED FOR MODERN MEDICAL TREATMENTS. A FULLY STOCKED, UP-TO-DATE DRUG STORE WITH ITS USUAL VARIETY OF A THOUSAND AND ONE EVERYDAY NEEDS.

GEORGE NIMS, Pharmacist

Soda Fountain Magazines

Candy of of All Kinds

Van Horn Hotel Was Popular 1904 Hostelry

Van Horn in its heyday had an even more impressive array of buildings than Concrete. This is the Hotel there in 1904, with Joe Larkin, proprietor, and family posing for the photo. Also in the picture is Al Gardinier, Van Horn barber at the time. The old hotel was destroyed by fire in August, 1917.

The History of the Sauk-Suiattle Tribe

By Leo Braun

Long, long ago, before there were any white people in the country, Pepstoats was the chief of the Sauk tribe. The land of the tribe is the territory from the junction of the Sauk and Skagit, up the valley on the West side, east side up to the Summit at the head of the Sauk, and hence along Glacier Peak Ridge to the Summit at the head of the Suiattle River; the Suiattle River on both East and West sides. The Indians lived on the Sauk on both sides of the Sauk River, and on Sauk Prairie, and some people had big houses at Buck Creek and Tenas Creek on the Suiattle.

At that time there was a big Indian graveyard situated at Tenas Creek. The Indians lived from Tenas Creek and down the Suiattle and up the Sauk River and Sauk Prairie and up the upper Skagit River. There was another Indian graveyard just across the river from Sauk Prairie, near where John Olson lives now.

The Indian foods included: Goat, deer, grouse, bear, elk, and salmon. They made their clothes out of Goat wool and deer skins, and the huckleberry and blackberries and elderberries were their fruit.

The Indians were always careful with fires in the timber, because the timber was the home of their game.

There was a big council house located at Tenas Creek. In this house there was a lot of Indian paintings. The Indians held their councils here and the chiefs and Indians discussed everything and made rulings concerning the game and the ways of living. The Indians preserved their game; there was no waste. The game was not wild like they are now. Indians used the bow and arrow at short distances to kill the game. In this way game was always plentiful.

Chief Pepstoats became old so Wa-Wilkin was made chief. The Indians had a council meeting and he was selected chief. Wa-Wilkin did just as Chief Pepstoats. He held council meetings and told his young men how they should live.

During the good weather all the Indians came from all over, met at the Baquab, the Sauk Prairie to dig the different roots and herbs which the Indians put away for food in the winter. There were five different kinds of berries growing at the Baquab which are not found there any more. This is before the white people came.

Before Chief Wa-Wilkin died he asked his people to put up a new chief as he was old, so the people chose Wa-Wet-Kin. Chief Wa-Wet-Kin was chief a few years when the Indians received word that the white people had come to Mukilteo. This was in 1855.

Governor Stevens was making treaties with Indians at the Sound, but the Sauk Indians never went to the treaties, they had no part in it.

Help On Railroad Survey

In 1870 the railroad men from Bellingham came up to see this territory and to make a survey. The Indians used their canoes to haul the supplies for the survey party. This party came all the way up the Skagit, then up the Sauk River.

The railroad men arrived at Sauk Prairie and found a large number of Indians living there. He asked who was the chief. The Indians said Wa-Wet-Kin is chief but he is over at Wenatchee now. His brother Jim is here. The railroad men asked Jim if he would work, Jim said yes he would work because he knew the country up the Sauk River up to the pass and down the Wenatchee side and to the Columbia River. The railroad men hired Jim and four of his men, because the Indians from the lower rivers could not navigate the rough river and wanted to go home.

The Indians took the railroad men up the Sauk river in canoes. It took several days until they arrived as far as canoes can go. This is the Bedal Camp grounds now. Now Jim Braun and his cousin Johnny Sauk walked up and across Indian Pass to get horses from the East side of the mountains. The railroad men asked Jim Braun how far he can get the horses from the east of the mountains. Jim Braun says he can get them as far as Indian Pass. The railroad men told him that he can decide on what to pay for the horses and men to take care of the horses, they wanted ten horses, as they wanted some for riding and some for packing.

The rest of the Indians went on foot and packed on their backs, and they got to the summit, Indian Pass.

It took Jim Braun three days to walk over to the Indian settlement at Wenatchee. He paid $1.00 a day for each for hire for the horses and $1.00 a day for the man to take care of the horses. The horses arrived at the summit the same time the Indians got there. The Indians returned home from the Summit; the horses packed the supplies; the East of the mountain Indians did the work from there. The railroad men wanted Jim Braun to keep working while the other Indians went home. They went on several days until they came to the Columbia River, at the mouth of the Wenatchee. From here the Wenatchee Indians quit work. The Railroad men asked if there were any Indians with horses across the Columbia. There was no way to cross the river except the Indian canoes. The Indians said: "There is Chief Moses with a lot of horses". The Indians took the railroad men across the river in canoes. One morning Moses brought a bunch of horses driven by the young men. The railroad men bought four horses. There were only two men now, Mr. John Turner, and Mr. Lensen. And Jim Braun. Each rode a horse and they had one pack horse.

The next day the men asked Jim Braun if he knew of a way to get to Spokane. Chief Moses offered to lead the party on the Indian trail to Spokane. They came to San-poelk, a place near Spokane on the Columbia River, Indians were gathered to get fish from tthis place.

From there the party bought an ndian canoe and one of the railroad men went in the canoe with two Indians down the Columbia River. The other man went on the horses through Idaho and down to Portland, Oregon. The party in the canoe came to the Chelans and to Lake Chelan. Here the party borrowed a canoe from the Indians. Jim Braun met Chief Wa-Wet-Kin at Chelan and together they and the railroad men explored the country at Chelan and up to the mountain summit. The party returned to Chelan where they left the borowed canoe at the Columbia River; they went back to Wenatchee. Here the railroad men gave advice to Wa-Wet-Kin and Jim Braun that as soon as there was a chance their land should be surveyed so that the Indians would not lose it to the white people.

The railroad men told Jim Braun that when their railroad came up the Sauk valley they would receive pay for their land. Wa-Wet-Kin and Jim Braun returned home to the Sauk Prairie.

Protest Land Survey

After this time there was a party of surveyors working up the Skagit River, the Chief surveyor was Mr. Sheets. There was a little trouble with some of the Skagit Indians; the chief surveyor said to the Skagits,— "I will send for the U. S. soldiers and you will be driven away." This was during the survey for the white people's homesteads.

The soldiers, fifty of them, came to the mouth of the Baker River. The chief of the soldiers said, "I want to see the chief of the Sauk and the Skagits". The Skagit's chief Johnny Cambell, the Sauk chief, Wa- Wet-Kin, went to see the chief of the soldiers. Wa-Wet-Kin took the whole tribe down; Johnny Cambell did likewise, to meet the soldiers and the chief surveyor. They

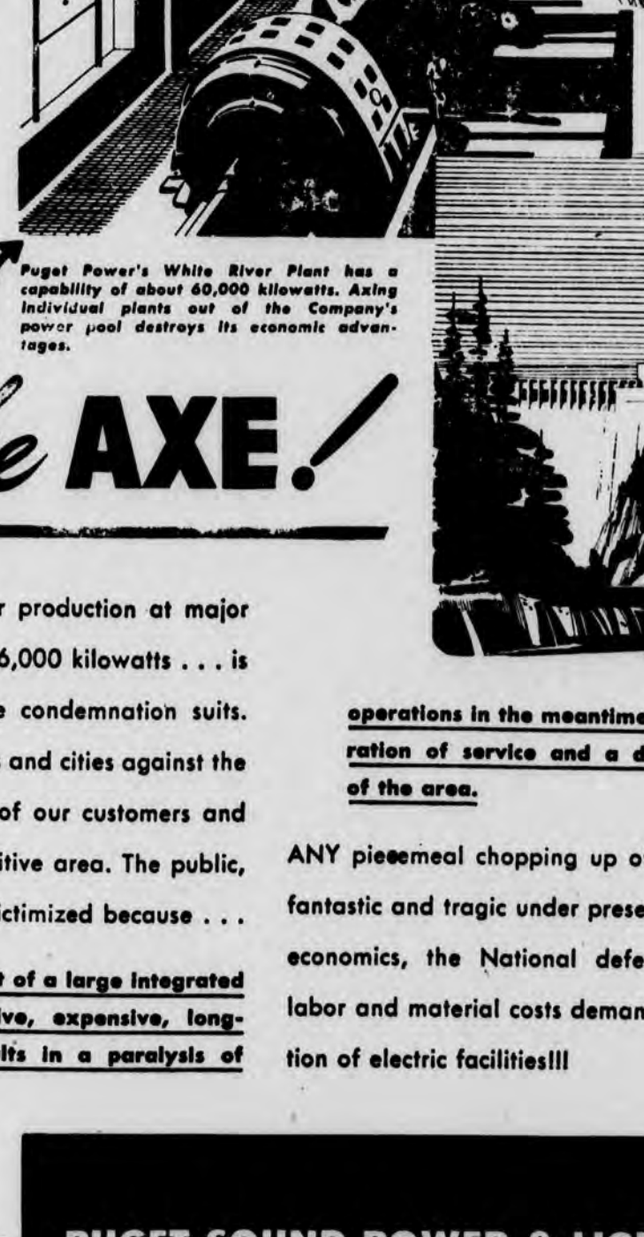
(Continued on page 7)

Building Of Baker River Dam

One of the biggest boom times in the history of Concrete was during the building of the Baker River dam by Stone & Webster, from 1923 to 1926. Hundreds of men worked on the project day and night, jammed the town when off shift, lived in a bunk house city on the hill east of the Baker bridge, or with their families in shacks and tents that filled every vacant lot in town.

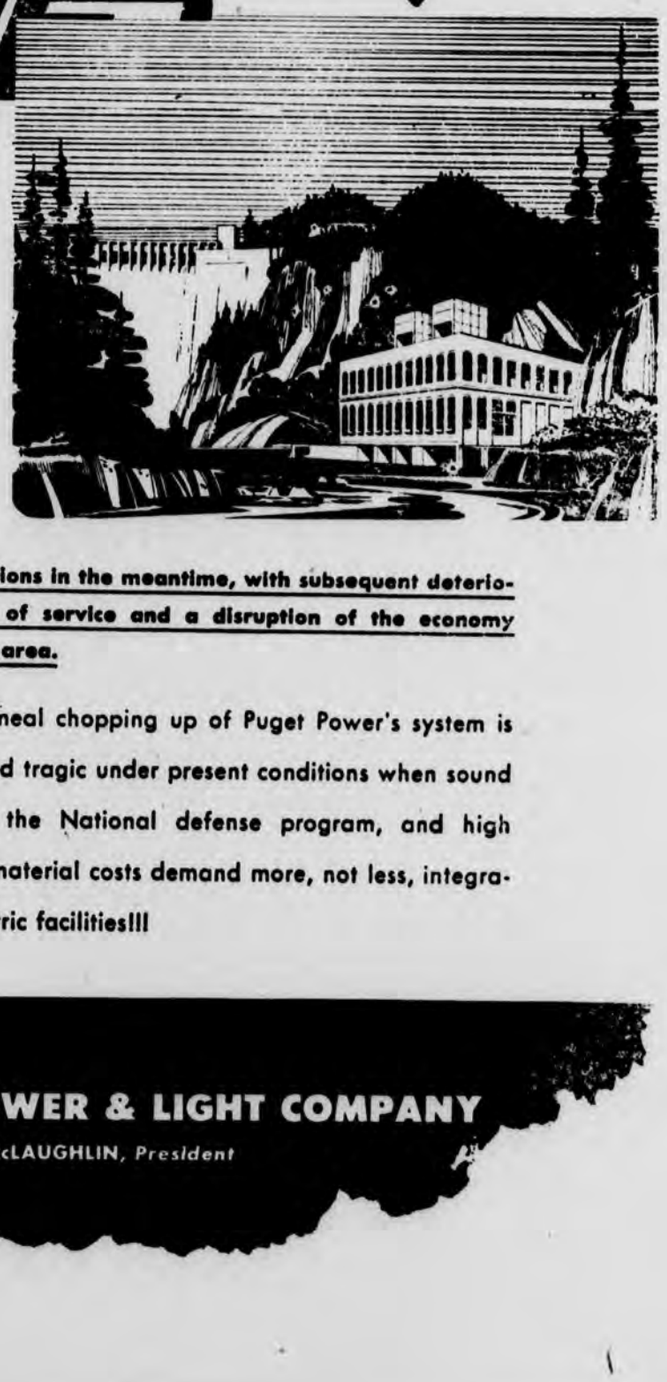
Puget Power's Electron Plant with a capability of about 24,000 kilowatts is under condemnation by both a PUD and a City. Such conflicts should be resolved in the public interest!

Puget Power's unique Snoqualmie Falls Plant, where one of two generating chambers is 268 feet underground, is also under condemnation. Involved is some 22,000 kilowatts capability.



Puget Power's White River Plant has a capability of about 60,000 kilowatts. Axing individual plants out of the Company's power pool destroys its economic advantages.

Puget Power's Baker River Plant has a capability of about 40,000 kilowatts—and it, too, operates with a condemnation axe hanging over it.



Under the AXE!

Puget Power's entire capability for production at major hydro-electric plants . . . about 226,000 kilowatts . . . is presently involved in one or more condemnation suits. Eleven such actions by various PUDs and cities against the Company involve more than half of our customers and revenue outside the Seattle competitive area. The public, as well as Puget Power, is being victimized because . . .

Such piecemeal dismemberment of a large integrated electric system is a destructive, expensive, long-drawn-out process which results in a paralysis of operations in the meantime, with subsequent deterioration of service and a disruption of the economy of the area.

ANY piecemeal chopping up of Puget Power's system is fantastic and tragic under present conditions when sound economics, the National defense program, and high labor and material costs demand more, not less, integration of electric facilities!!!

PUGET SOUND POWER & LIGHT COMPANY

FRANK McLAUGHLIN, President

Sauk-Suiattle Tribal History

(Continued)

came to where the soldiers were and they shook hands with them. The chief of the soldiers said to the chiefs of the Indians: "I have come to take the Indians away;" Cheif Wa-Wet-Kin said: "I have brought my Indians, if you can pick out the men who made the trouble I will punish them; and I will have no trouble makers." We will stay on our land.

The chief surveyor viewed all the Indians. He could not see the ones who made him the trouble. Chief John said: "I have no trouble makers, they must have come from somewhere else." From then on the soldiers let the Indians return to their homes.

The survey came on up the Skagit until they got to the Sauk. Chief Wa-Wet-Kin was sent for. Chief Wa-Wet-Kin went to the surveyors. Wa-Wet-Kin told the surveyors he wanted his land up the banks surveyed.

The surveyors surveyed the land for the Indians. The surveyors surveyed the Indian home sites all the way from the mouth of the Sauk to Sauk Prairie. The surveyors surveyed the Sauk Prairie. Here the Indian's homes were. The chief Wa-Wet-Kin, Jim Braun and others.

Indian Land Surveyed

While the surveyors were surveying the land at Sauk Prairie, Chief Wa-Wet-Kin said to the Mr. Hunter from Washington D. C. "We will stay here on the Prairie and wait the men surveying." Mr. Hunter wanted to go on the survey. So he went up, and there he met death in a fall on the steep slopes above the Prairie. The Indians carried the dead man and when they got to the Indian settlement on the prairie the Indians offered prayers; then they took him in a canoe to Mount Vernon.

Mr. Sheets, the chief surveyor, said to Chief John, "We have finished this survey. And this will always be your land." The Indians worked on this survey for free because it was for their land.

Chief Wa-Wet-Kin and Jim Braun made no treaties with the government. All they wanted to have was their own land.

Maybe two years later a man from Puyallup came to the Sauk Prairie to hire the Indians to work in the hop fields. All the Indians went to work on the hop picking.

While the Indians were away there were four white men who were claim jumpers, they jumped into the Indian lands at Sauk Prairie. They burned down some of the Indian homes. Some of the houses they tore down and built homes of their own; they took blankets and cooking ware from the Indian homes.

When the Indians came back there were these white men living on the prairie. The white men had guns and threatened to kill the Indians. Chief John did not want any fighting so he and his people made their camp along the rivers, and there they lived. Many of the people were cold and they sickened and died.

Chief Wa-Wet-Kin was now old, and he was getting blind, so he said to the Indians to let someone else become Chief. So now his brother, Jim Braun and Captain Moses became the two chiefs for the Indians.

Granted Suiattle Land

In the year 1901 Chief Moses and Chief Braun held a council concerning getting lands for the people. They decided they would go to the governor at Olympia and make an appeal. They took Charlie Snooks for interpreter. They appeared before the Governor and they told him the plight of their people. The Governor asked them what land do they want; the two chiefs said: "We want to get some land up the Suiattle River, which was part of the original tribal land". The governor said: "I cannot grant you land, I will have to write your request to Washington, D. C. In two months I will receive a reply. If the President will say No, or if he will say Yes."

In two months in the fall a letter from Washington, D. C. arrived at Rockport, Washington. The land on the Suiattle was granted to the Indians. George Keeper was the allotting agent sent. The land was surveyed. All the Indians went up the Suiattle to take up land. The survey was six miles wide starting at Tenas Creek and on up the Suiattle valley .The Indians all got allottments. Men, women, all the children — so the children can have homes when they grew up.

In 1916 the Forest Service cancelled these allotments to the Indians. The Indians left their homes. They took a few things with them. They left their work tools like saws and axes, plows, their stones in the houses, blankets and food.

The Indians got jobs during the First War and rented homes from then on. Some of them are very poor now. Some fail to pay the rent and have to leave.

There are some of the Indians who got their land up the Suiattle and have homes up there.

The Indian graveyards at the present time are located: One at the Sauk Prairie; Chief Wa-Wet-Kin is buried at the Sauk Prairie burial place. There is one graveyard now up the Suiattle. Many are buried there. Both Captain Moses and Chief Jim Braun are buried there.

Take Lease On Nitrogen Plant Sites of Sauk River

Concrete Herald, Sept. 29, 1919 —A thirty months priority right of the water power of the Sauk and Suiattle rivers has been granted to the American Nitrogen Products company, a Seattle concern, by the United States forestry service. The company will pay the government the sum of $25,000 for the lease, and under its terms it is provided that if a certain amount of preliminary work is done before the expiration of thirty months, the company will be permitted to acquire permanent rights to the property. It is estimated that 105,000 horsepower can be developed from the two streams. The company is planning the construction of plants for the extraction of nitrogen from the air by the method that has proven very successful in Norway. The first unit will be built on the Sauk river near Darrington and if successful two other units will be constructed. Each unit will cost $6,500,000.

Concrete To Have Own Cigar Factory Soon

Concrete Enterprise Aug. 28, 1909 — C. D. Stickley, the cigar manufacturer who will locate in Concrete as soon as his building on Main street, which is now under construction is completed was in the city last Saturday. Mr. Stickley is an energetic booster and will be a valuable citizen for Concrete.

Your Home Bakery Since 1923

Since 1923 the Lorentzens have been bakers for Concrete and the Upper Valley. Andy Lorentzen opened the business here— then came John and Jake to take their apprenticeship in the baking profession.

Mother Lorentzen also is remembered by all the youngsters of her days behind the counter of the bake shop for the free cookies she used to slip across the counter to the little tots.

The same friendly spirit has remained over the years to make our bakery a neighborly place to buy your bakery needs.

Fresh bread baked daily, fresh pies, cakes and pastry. And a specialty of ours is decorating cakes for weddings, birthdays, special occasions of all kinds. Special orders of rolls, cake or other items made up on request for banquets and parties.

The Royal Bakery

John Lorentzen

Rusdick Lumber Co.

Built in 1941 this mill is now providing a steady payroll of over $9,000 a month for the upper valley ---besides providing a ready market for logs from the many small logging operators.

The mill has a capacity of 30 MBM of logs for an 8-hour shift; can cold-deck 750 MBM of logs.

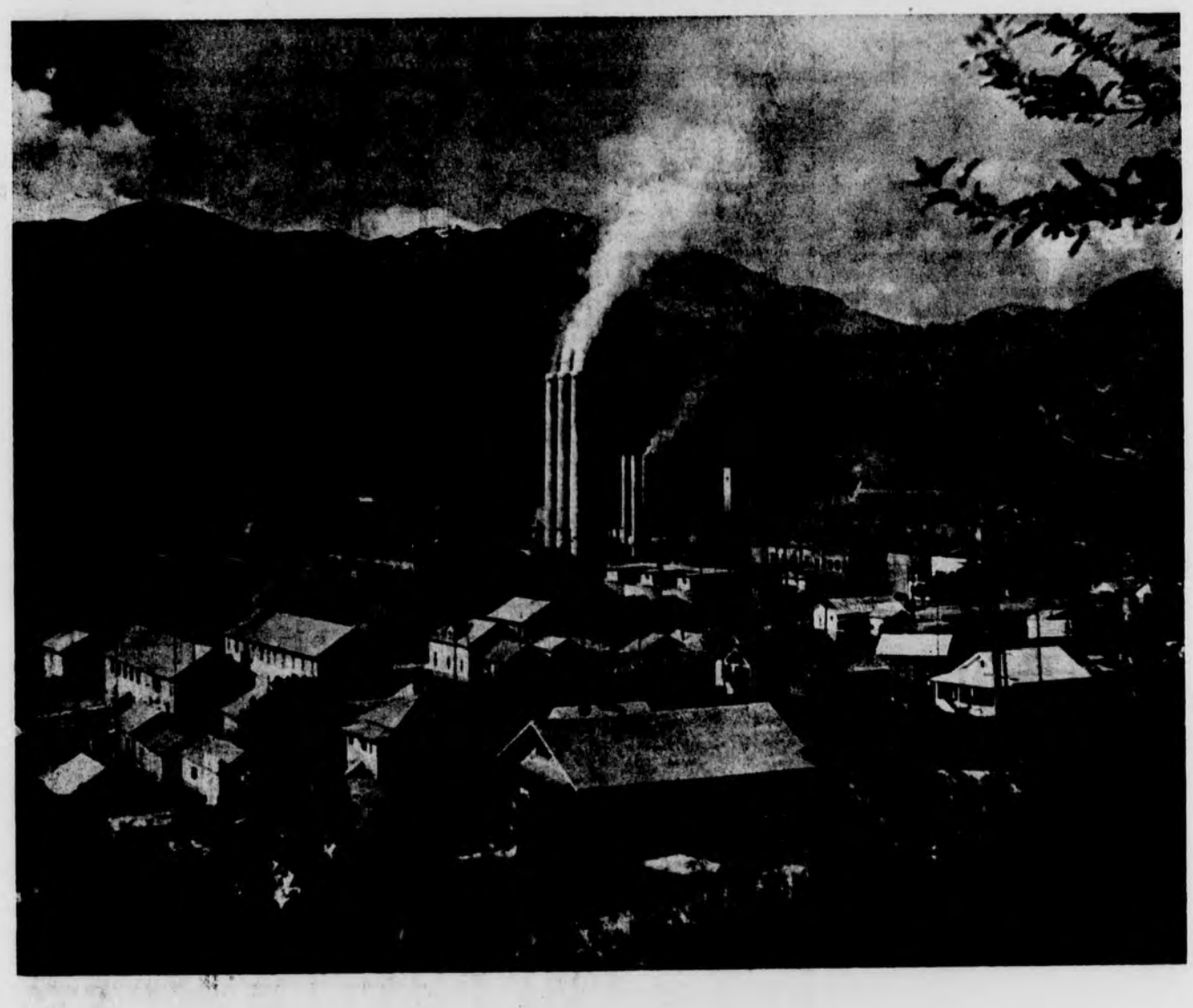
Surfaced lumber shipped from Van Horn by rail to all parts of the country.

Mill at Van Horn, Wash.

Main Office: Tacoma, Washington

FRED DESSEAU, Manager RUSSELL W. ROSS, President

SUPERIOR PORTLAND CEMENT, Inc.



From 1906 to 1951--44 Years of Manufacturing

Superior and Hyurly Cements

The Cements Used In Building The Baker & Skagit Dams,

GRAND COULEE DAM

and Most Other Projects Where "The Best" Is Needed!

Fiftieth Anniversary Edition, 1901-51

THIRD SECTION—EIGHT PAGES

The Concrete Herald

VOLUME FIFTY — CONCRETE, SKAGIT COUNTY, WASHINGTON — ANNIVERSARY EDITION

The Story of The Baker Lake Fish Hatchery Is Historic Lore

By Joseph Kemmerich

Artificial propogation of sockeye salmon began in 1896 when in that year the State of Washington originally established the hatchery at Baker Lake where existed the only natural spawning grounds of sockeye salmon in United States waters on Puget Sound. By that time there were already pack horse trails on both the east and west sides of the Baker River and a number of pioneers had located homesteads on both sides of the Baker River and on the shore of Baker Lake. Mrs. Richard Thompson (Emma Ruth) I believe is the only one of such pioneers now remaining in this locality. At that time and for several years after there was considerable prospecting for gold several miles up Noisy Creek. A cylinder containing about 200 pounds of mercury was left by one of the miners at his claim when he was starved out and in 1916 he returned and packed the mercury out since by that time such metal had greatly increased in value.

The original buildings constructed by the state consisted of a residence for the superintendent, a hatchery building, a small barn for saddle and pack horses and a combination mess and dormitory building for the crew. These buildings were all made of split cedar boards except that the door and window casings were ripped out with a whipsaw. For the first few years of operation of the hatchery the eggs were obtained by seining the fish on the spawning grounds in the upper Baker River. In 1899 by Executive Order Baker Lake and the land within one half mile of the lake shore line, except lands already patented,, were withdrawn from the Washington Forest Reserve (now Mount Baker National Forest) for fish cultural purposes. In July of that year the United States Government purchased the Baker Lake Hatchery project from the State of Washington for $6,400 and the United States Fish Commission (later becoming the Bureau of Fisheries) conducted operations from then on. The first superintendent for the United States was a Mr. Buck from Bucksport Maine and Henry O'Malley was the first fish culturist. In about 1901 Mr. Buck resigned and Mr. O'Malley became the superintendent and from this position he continued to advance to the higher grades until in May 1922 he was appointed Commissioner of Fisheries by President Harding.

The first work of importance carried out after the federal government took over operation was the installation of a trap at the mouth of the lake in 70 feet of water for catching the salmon upon their arrival and the construction of holding pens at the upper end of the lake in a small stream which turned out to be the best holding water for salmon to remain and ripen in of any since found in the state. Such traps and holding pens were constructed about 1900 and 1901. The salmon when caught in the trap were transferred to live crates and towed across the lake to the holding pens and released therein to remain until ready for spawning. This assured the entire run of fish becoming available for artificial egg taking, except on those occasions when muskrats chewed holes in trap webbing, holes in the holding pen fences by bears, or flood waters allowed the fish to escape into the lake. In order to drive the necessary piling for the trap at the lower end of the lake a piledriver was necessary. Gasoline engines had not come in to general use at that time and therefor steam for power was resorted to. Any equipment decided on must be constructed so that no one part would be in excess of a pack horse load or a one horse sled load for the 18 miles of trail from Baker to the hatchery. Accordingly Mr. O'Malley arranged to have the hammer cast in sections of not to exceed 250 pounds per section and for the boiler the pipe type rather than the more common tubular type was obtained since the pipe type could be assembled at the hatchery. The boiler, engine, gin and hammer was then

(Continued on page 2)

About Joe Kemmerich, Birdsview Pioneer

Joe Kemmerich, writer of the fine Baker Lake history, is not a newcomer to the valley. He was raised at Birdsview, attended school there, took his first job as a day laborer at the Baker Lake hatchery on June 15, 1906 .Two years later he accepted a civil service appointment and spent a year in Alaska at Yes Bay, then transferred to Baird, California. In 1912 he transferred to the distribution service and for four years lived on a fish distribution car with headquarters in Washington, D. C. On this duty he was stationed at the Exposition Grounds in San Francisco for the 1915 Panama-Pacific Exposition.

After accepting another year of duty at Afognak, Alaska, he returned to be foreman of the Baker Lake Hatchery in December of 1916. In 1922 he was appointed superintendent of five federal hatcheries in the Puget Sound area and rose from there to the position of district supervisor in charge of Grand Coulee salmon salvage operations.

With over 38 years of service in the fisheries department the retired in 1945 and is now making his home in Sedro-Woolley. He has always been deeply interested in the upper valley, is a long-time member of the local Eagles lodge and a constant visitor here.

Start of Superior Work on the erection of the Superior Portland Cement plant began in 1906. In the photo above you can see that the land has been freshly cleared—the stumps still standing. Workmen are putting in the foundations for the mill itself, while in the background the company houses may be seen. The view is looking west toward the corner of Superior Ave. and Main st.

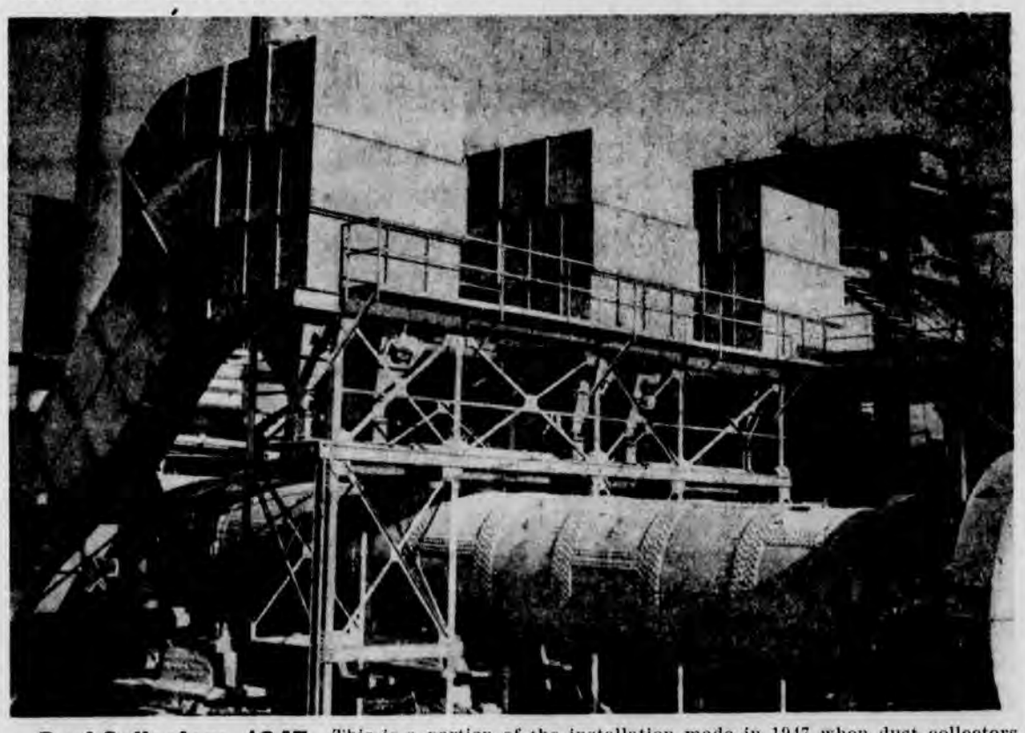
H. V. Davies Opens Store In Central Concrete

Concrete Herald, Jan. 29, 1921—H. V. Davies of this city has made arrangements to open a "cash and carry" grocery store in the old Pine building on West Main Street. The new store will do strictly cash business and will make no deliveries. Mr. Davies believes by eliminating these items he will be able to sell groceries at very low prices.

Close Grasmere Postoffice

Concrete Herald—Jan. 29, 1921—Official notice was recieved from the postmaster general's department this week that the Grasmere post office would be discontinued next Monday, January 31, and after that time all mail for the Grasmere people will be handled by the Concrete office. Mrs. A. Fred Carlson, postmistress, tendered her resignation about a year ago and there have been no applicants for the job.

Installing First Kilns Work of installing the first three kilns at the Superior plant was an enormous undertaking at the time. The huge machines are shown being raised into place during 1907. These same kilns have been producing cement steadily since that time. They are now known as the "small kilns", later ones being almost twice their length.



Dust Collectors, 1947 This is a portion of the installation made in 1947 when dust collectors were installed on the three big stacks at Superior plant to eliminate the dust that formerly covered the community with a permanent coat of gray. These collectors now take between 90 and 95% of the dust from the smoke and steam issuing from the stacks.

Superior Cement Plant Is Bulwark of Town

Like most small communities, Concrete's hopes and plans, its past and future, has been tied up with the fortunes of the town's largest industry—the making of cement by the plant of Superior Portland Cement, Inc. Though not the first to discover and make use of the unlimited supply of limestone in this area, the Superior company became firmly established here early in its formation and is now as permanent as the mountains which hold its raw material.

It was John C. Eden who first investigated the possibilities of esttablishing a plant here. The Washington Portland Cement company had already begun operations and Mr. Eden visited the district to further probe the resources he had heard about. His findings were were many and his decisions were shrewd. He found plenty of un-exploited limestone and clay, a good power sight at Bear Creek, plenty of space for the large plant - - and he wasted little time buying up all these properties for his company.

In 1906, with a capital investment of $500,000. the company was formed with J. C. Eden, Capt. E. E. Caine, Jacob Furth, Michael Earles, W. P Holfus, Wm. Pigott and James Hedge as principal stockholders.

First operations consisted of clearing the site for the big plant, which had been planned on a large scale and was to become one of the biggest on the coast. Clearing started in 1906, the plant rapidly taking form through 1907. The Bear Creek Dam was also in the process of erection and the power house was fitted with huge generators hauled in on skids by teams of horses over what few roads were passable and through the woods the rest of the way.

Three kilns were being installed in 1907 and the first one was put in operation on July 22, 1908. One hundred and fifty men were now being employed at the quarry, clay pit, mill and in construction. With one kiln operating the plant had a capacity of 500 barrels a day, but with the completion of the other two kilns this was raised to 1,800 barrels.

The first shipment of cement from the Superior plant was made on August 5, 1908 when 2,000 sacks were loaded out for the Seattle market. Superior cement was then on it's way to becoming one of the best cements made. However, its reputation was not fully established until a fews years later when the cement for the Lake Washington

(Continued on page 4)

Superior To Build Trestle Thru Baker River Canyon

Baker Bulletin, 1908—Work will start soon on building of the new Baker River and Mt. Shuksan railway. The road takes a circuitous route along the lower rock quarry of the Superior Portland Cement Co. thence over 11 bridges and culverts along the upper bench of the canyon before it will reach a point where it is intended to cross the river at an elevation of 160 feet from the starting point. The bridge that will span the river at this point will be 200 feet wide. The scenery is grand and inspiring. Below on an average of 130 feet winds the thread of the Baker. Some of the supports of the bed will be brackets driven against solid rock, holding the outer rail in position as a shelf is held against a wall of a house.

Jackman creek was named in honor of Jack Jackman, a Scotchman who settled there in 1880, and who married an Indian woman.

History of the Skagit Valley

The Turn of the Century

The beginning of the 20th century found the town of Hamilton in the spotlight for the upper valley. Hamilton was incorporated as a town in 1892 in boom excitement of the coal and iron discoveries there. By 1901 the excitement had died away but the industrialists were on the scene in earnest, developing the properties and planning for a big future.

There were two mountains across the river from Hamilton, one called the Iron Mountain and the other called the Coal Mountain. One was a veritable mass of iron ore, the other containing large veins of coal. The Skagit Cumberland Coal company was spending thousands of dollars driving tunnels, erecting buildings and flumes and putting in machinery to bring out the coal. Another coal property was being promoted by J. J. Conner. The coal was said to have ranked with the best in the nation.

In 1901 several hundred tons of iron ore were shipped out to Pacific steel at Irondale. Talc and asbestos were also taken out in small quantities. Shipping of the iron ore proved too costly, legal battling over the coal properties finally drove all companies into bankruptcy. The coal and the iron are still in their respective mountains—waiting.

During this time the Cokedale mines were put in operation and they ran until 1904 producing both commercial coal and coke.

Baker Waits For Railroad

During this time the town of Baker was waiting for the Northern & Seattle railroad to reach its locality. The Baker River Lumber Co. was built in 1901 in anticipation and that year the railroad was extended through Baker and as far as Mountview (Faber). At this time the main industry of the community was the cutting of the easily obtained and easily processed cedar of the Baker river district. Bolt camps were operating all along the Baker and the mill was built to cut the bolt into shingles. The bolts were floated down the Baker in "drives", trapped by a boom and herded into mill ponds for storage.

It was in 1900 that Baker was given it's first general store. Wilson A. Aldridge came up the valley looking for a likely spot for a mercantile store and selected Baker as ideal in that there was no competition.

With the railroad came the first signs of progress. Amasa Everett had interested eastern money in a cement plant. Soon O. C. Miller purchased some 45 acres on the east bank of the Baker and in Sep-

(Continued on page 3)

HATCHERY AFTER THE FIRE IN 1919

Only two fireplaces were left after the fire of 1919. The nearest one is the foreman's house. The furthest fireplace was in the cook house, which was built in 1903 as the superintendent's residence.

Baker Lake Hatchery

(Continued)

installed on a float made of logs and the piling driven for the trap. The piling were spaced about 12 to 18 feet apart and at 18 feet above low water they were sawed off and capped from shore to shore. The tarred webbing hung from the capping and to the bottom of the webbing was fastened one half inch chain for leadline so that the fish could not get under the webbing. At about mid distance from shore to shore a pot about 16 feet square by 20 feet deep, also of webbing, was attached to the webbing and in this pot the fish were trapped. This trap webbing was each fall at the end of the fish run taken out of the water and the following spring was retarred and again hung in place. Then a diver was obtained to inspect the webbing all along the bottom to see that the chain line was on the bottom and not hung up on any drift that might have lodged along the bottom during the winter. In all a total of four new sets of piling were driven throughout the years of operation, with only the first one in 70 feet of water since it was found that a trap site further down stream in 40 feet of water caught the fish equally well and with the current not becoming too swift. In packing the divers equipment in each spring it was necessary that the air pump be packed in tandem on poles between two horses. In 1921 the Bureau purchased an air pump and thereafter moving the divers equipment in and out was greatly simplified.

Henry O'Malley married Annie Thompson (sister of Richard Thomson) of Birdsview about July 15, 1903. Several weeks later he and his bride went to Baker Lake and upon coming in sight of the hatchery they saw, of all things, the superintendents residence going up in smoke. Several men had that day been cleaning up around the residence and their fire got out of control. The hatchery office was also in the residence and therefore all of the early records were destroyed. A new superintendents residence was then built and this time of logs. Many persons will remember this building as being the mess house from 1912 to 1919. Henry O'Malley transferred to Clackamas, Oregon station in 1907 and was succeeded by Mr. A. H. Dinsmore of the New England states.

In 1905 a No. 2 size sawmill was purchased and installed and several years later a planer was added. This equipment was all also packed in from Baker. Power for the sawmill was by a Pelton water wheel, a nozzle pressure of 150 lbs. being provided through 1,200 feet of 12 inch wood pipe which had been made up in 4 foot joints for packing in. Also in 1905 the launch "Bittern", 27 foot in length, was built at the station and was powered by a 5 h.p. N and S gas engine. In 1910 congress provided funds for building two new hatcheries on Hoods Canal and for extensive enlargement of the Birdsview hatchery. Construction of these three projects was completed in 1911 and since the Baker Lake superintendent was to have charge of these additional stations, the office of the superintendent was moved from Baker Lake to the Birdsview hatchery and thereafter a foreman had immediate charge of Baker Lake hatchery, a five room cottage for a foreman having been built at Baker Lake in 1907.

In 1911 and 1912 a new hatchery building, a new barn, and a new bunk house or dormitory building for the crew were built and the superintendent's residence became the messhouse. Then the original hatchery building, barn and combination mess and dormitory building were torn down. About this time the telephone line was extended from the Ranger Station to the hatchery and a direct current generator was installed and electric lights furnished to all the buildings. The generator was installed in the sawmill where the water wheel could be used for the necessary power. In 1914 a fire originating in the hatchery building destroyed both the hatchery and barn. They were rebuilt in 1915.

On the afternoon of July 20, 1919 a spark from the messhouse kichen stove ignited the roof of the building and fanned by a strong breeze it was but a short while before the messhouse, the foremans house, the hatchery and the sawmill buildings were completely destroyed along with most of the stations equipment and tools, leaving only the barn and bunkhouse buildings standing and while these two buildings became ignited it was possible for the employees to save them. At the time the fire started only the cook was on the premises and by the time the crew was able to arrive from across the lake the fire had gained such headway that only the two buildings mentioned were saved. The cook got out of the kitchen with only a cake he had just baked. At that time I was the foreman but was absent on a special assignment at the Birdsview office and I lost everything I had in the foremans house.

The first fish of the annual sockeye salmon runs always arrived at Baker Lake within a day or two of the first of July and at the time of the fire on July 20, prospects for a greater number of sockeyes than had been caught in the previous ten years appeared very favorable and at least ten million eggs were assured. Therefore the replacing of

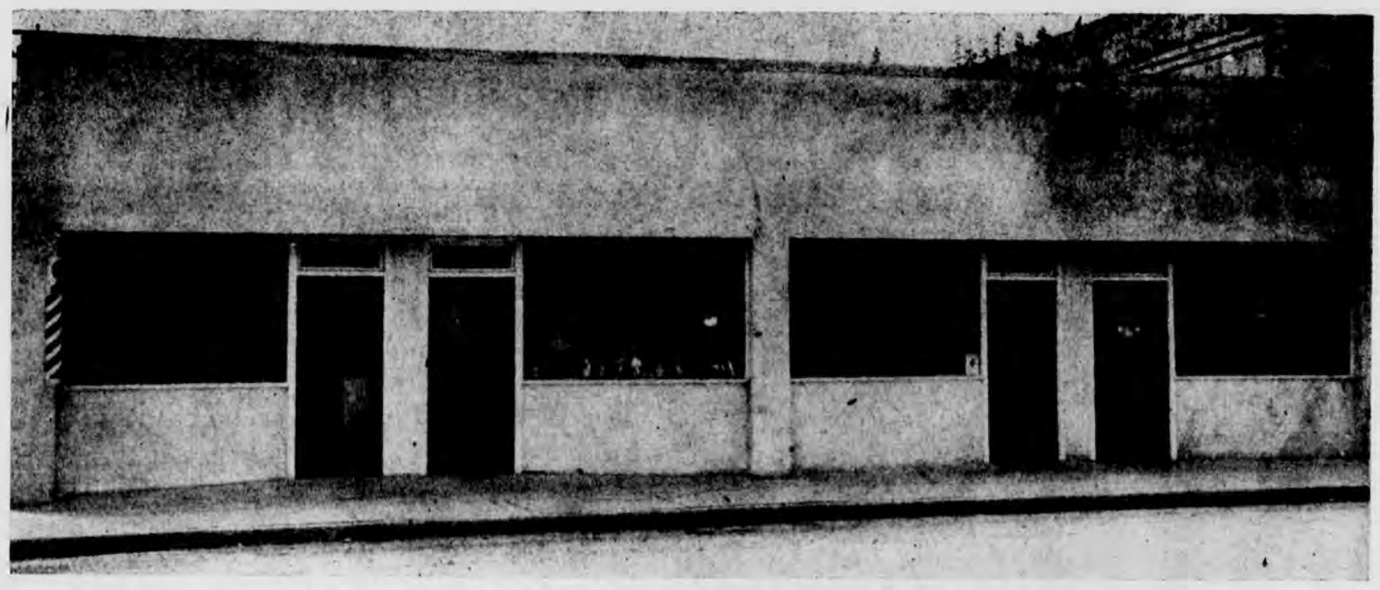
Cascade Motor Sales

for

Body Rebuilding
Painting
General Repair
Wrecker Service

Frank McCourt

Phone 191 Concrete



The Better To Serve You . . .

Cascade Barber Shop
ROY HOLLISTER, Proprietor

Lucile's Beauty Shop
LUCILE CARROLL, Beautician

Helen's Gift Shop
HELEN BRADNER, Proprietor

Concrete Shoe Repair
PAUL CARROLL

Mr. and Mrs. I. B. Evensen
STATE LIQUOR AGENCY

THE CARROLL BUILDING OFFERS THE SHOPPERS OF THE UPPER VALLEY A CONVENIENT SERVICE CENTER—A SPARKLING, NEAT BARBER SHOP, A POPULAR BEAUTY PARLOR, AN UNUSUAL GIFT SHOP, QUICK AND REASONALE SHOE REPAIR, A PLEASANT DISPLAY ROOM FOR THE STATE LIQUOR AGENCY.

STOP BY

The Carroll Building

WHEN IN CONCRETE

BAKER HATCHERY REBUILT IN 1920-21

After the fire of 1919 the Baker Lake Hatchery was rebuilt better than before. In the forground is the saw mill which cut the lumber for all the new buildings.

Baker Lake Hatchery

(Continued)

the destroyed buildings was warranted. Accordingly a special appropriation of fifty thousand dollars was granted by congress for reconstruction work. Immediately needed was a cookstove, several tents and some groceries and tools, followed by a sawmill in order that temporary troughs and a temporary building could be erected for the 11,150,000 sockeye salmon eggs which were obtained that year. Again everything had to be packed in on horses, but by October 15th the sawmill was erected as was tthe temporary hatchery building, which was the following year remodeled into a workshop, was completed prior to severe winter weather. Then during 1920 and 1921 all reconstruction work was completed, and generally on a larger scale than had been previous to the fire. During 1920, 1921, 1922 and 1923 the egg collection each year exceeded ten million sockeye eggs. Then in 1924 a total of 14,558 sockeye salmon were caught and from these a total of 22,000,000 eggs were obtained. However in 1924 the construction of the Baker River Dam at Concrete begun and in 1925 only 40 sockeyes got through to Baker Lake and only 51,490 eggs taken therefrom. However, there were thousands of sockeyes in the Baker River canyon that were unable to get beyond the damsite. In 1926 a total of 2,823 sockeyes arrived at Baker Lake and 3,921,000 eggs obtained therefrom. From then on the annual runs gradually decreased until by 1933 only 493 sockeyes got to Baker Lake and only 356,000 eggs were obtained. This did not warrant operation further on a year around basis for sockeyes and the hatchery was eventually discontinued entirely. All buildings and fixed equipment reverted to the Forest Service since by the Executive order of May 10, 1890, the hatchery project and lands involved were to do so if and when use for fish cultural purposes were ever discontinued. For a number of years after 1933 the hatchery was operated during the summer months for the rearing of trout for waters of the Mount Baker Forest.

After over 35 years of operation and during this time the 18 miles of pack horse trail being the only means of transferring supplies and equipment to the hatchery, it certainly was the irony of fate that further operation was not justified on a normal basis just at the time when the road to Baker Lake was completed.

After the summer season of 1934 the hatchery was closed for the winter and the small crew assigned to other hatcheries. The following February 22 the building collapsed due to several hundred tons of heavy snow on the roof which did not slide off as it always had when there was heat in the building.

In the summer of 1935 a small C. C. C. Camp was established on the hatchery grounds and the lumber from the collapsed building was salvaged and with this salvaged lumber the small sawmill building was converted into a hatchery for the rearing of trout.

Shortly after this the handling of fish was discontinued entirely and the hatchery grounds is now used only by the Forest Service.

History of the Skagit Valley

(Continued)

tember 1905 work was started on building the Washington Portland Cement plant. N. L. Warford was the designer. Originally having a capacity of 900 barrels a day the plant soon developed an output of 2,500 barrels. The main plant had four big kilns, its own steam generating plant, storage capacity for 75,000 barrels and loading facilities for 40 cars every 24 hours. Rock was brought by an aerial tramway from the quarry above Everett Lake.

The Washington plant became the center of the community and soon had a hotel, a number of residences and was the only regular stop on the railroad line. The new subdivision was named Cement City.

Superior Plant Started

1906 brought big news again as John C. Eden began to build another cement plant west of the Baker. Eden had secured 80 acres for his plant and some 240 acres of limestone cover on both sides of the Baker river. By 1907 the buildings began to rise on the site of the plant, machinery arrived and was installed. On July 22, 1908 the wheels turned for the first time in regular production and by August the first 2,000 sacks were delivered to the Seattle market. The Superior plant had a capacity of 500 barrels at the start, operating only one kiln. The rock was brought in on a standard guage railroad which tapped both rock and clay deposits for necessary raw materials.

Now the two newspapers, the Baker Bulletin and the Enterprise began to sound off in large type of the opportunities and future of the upper valley. Two cement factories! The cement center of the nation! Their words paid off as business men and workmen swarmed in to get on the rising tide of prosperity.

New buildings appeared almost overnight on Baker's main street as Magnus Miller and other property holders began selling lots of their well laid out plat. A roster of the 1908 Baker showed two cement plants with a payroll for over 400 men, a shingle mill, two hotels, three general stores, one shoe shop, meat market, bakery, confectionary, drug store, two restaurants, two pool halls, one blacksmith shop, a tailor, three saloons and a brand new Presbyterian church. New residences filled out Garden addition, Mill addition, Capitol Hill and East Concrete. Membership in the Eagles lodge was 130 and they just purchased the opera house on Main street for the lodge room upstairs and had added a gym for their members to keep up on the new fad of physical culture.

After a long, hard, fight a depot was built in Baker and the train stopped there as well as Cement City. Lock boxes arrived and were duly installed in the new post office . It was getting to be a pretty important community, so important that everyone felt it should be incorporated. It soon was.

Town Incorporated

The election for a petition of incorporation was held April 27, 1909 and passed by a big majority. The first council met May 10, 1909 with with D. D. Dillard as mayor, E. W. Murphy, A. S. Nichols, A. B. Melville, E. L. Smith and W. E. Jackson as councilmen. P. J. Lindbeck

(Continued on page 6)

MAIN STREET, 1915 The big fire of July 2, 1915 took out the south side of Main street, including Bryson's Grocery, D. I. Green's drug store, The Griffin Hotel, Bjerstedt & Weir Confectionery, Horseshoe Bar, Binzer's Barber Shop and the pool room. It was stopped short of the VanKirk building, shown. Also saved was the Boynton building just east of it.

BAKER PACK TRAIN The supplies for the Baker Lake Hatchery gave steady business to a string of pack horses in the early days. Here is a string loaded up in front of the Bert King residence on Baker St. ready to start the long trip up the Baker River trail.

REMEMBER THE

OKAY

Barber Shop

* * * *

We can't claim the enviable distinction of being one of the old timers of the town, but our shop has been a favorite visiting place for the people of the community for many years who have found it a convenient and pleasant place to have their barbering done.

Expert haircutting, shampoos, shaves —plus the friendly smile of welcome is our stock in trade.

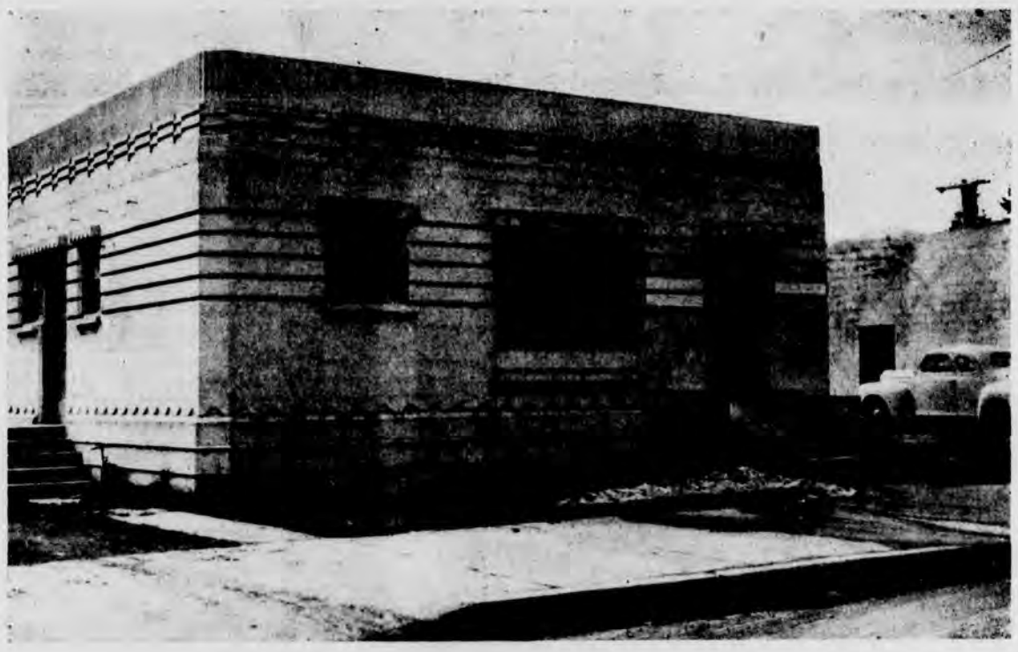
FOR A BETTER HAIRCUT EVERY TIME, TRY

Elmer Helland

at

The Okay Barber Shop In Concrete

We Grow With The Upper Valley



IT WAS BACK IN 1907 THAT THE FIRST PHONE SYSTEM WAS INSTALLED HERE TO HANDLE COMMUNICATIONS FOR THE TWO CEMENT PLANTS. SOON THE LINES WERE EXTENDED TO COVER THE TOWN, THEN AS A RURAL SERVICE—NOW IT SERVES THE ENTIRE UPPER VALLEY.

WE HOPE TO CONTINUE TO BUILD AND IMPROVE THE SYSTEM UNTIL THE VALLEY IS SERVED BY AS MODERN A SYSTEM AS IT IS POSSIBLE TO MAINTAIN. OUR NEW OFFICE BUILDING IS THE LATEST STEP FORWARD.

The Next Step--DIAL PHONES!

Skagit River Tel. & Tel. Co.

CONCRETE

THE STORY OF THE SUPERIOR PORTLAND CEMENT PLANT

(Continued)

canal had been given by the War Department to Superior Portland Cement, Inc. at Concrete. The contract was formally awarded Sept. 7, 1912.

At that time the company officers included John Eden as president; S. L. Barnes, secretary; W. E. Grimshaw, sales manager; W. E. Jennings, local superintendent; C. L. Wagner, chief chemist; George A. Campbell, office manager. The operations now required 215 men. The plant site included 80 acres, while the clay and limestone deposits added another 240 acres. Clay was being brought from deposits on the west side of the Baker and limestone from the east bank over the standard gauge railway built by the company. The railroad ran back of the store buildings on the north side of Main street, then down the Main street to the plant.

With the manufacturing process solidly established the fortunes of the company began to rest heavily on the sales department. When orders were numerous the plant ran steadily—when the sales dropped off it was the custom to fill all storage capacity and then shut down for a month or two. Still, the plant proved a steady source of income to the town and the rivalry with their competitor, the Washington plant in East Concrete, kept both companies on their toes and after every order available.

The year 1918 was a big one for the Superior company. The war had brought many changes and the plant was also looking for new ways of doing the old job. In February of that year the handling of the rock for the kilns was changed over to the wet process, wherein powdered limestone and clay were mixed into slurry bfore entering the kilns. Then in May came the change from the 10-hour shift to the standard 8-hour day. In June the first women were employed—mainly in the sack house where they mended and took care of cloth bags then used. Also the burning process was modernized in a change from firing with oil to use of powdered coal. The climax of the year came in December when the Superior Company purchased all properties and interests of the Washington company. The Washington plant was immediately closed down and from then on Superior made all the cement in the upper Skagit valley.

Closing of the Washington plant was done with the idea of combining the machinery of the two companies into one larger operation. Accordingly, in April of 1919, the two largest kilns at the Washington plant were installed as one kiln at the Superior plant. This was a kiln 195 feet long—then the largest on the Pacific coast. Capacity was increased about 35,000 bbls. a month. Two more kilns were soon added and the tall stacks to provide adequate draft. All this required more rock and by the following year a record blast was set off at the quarry, using 17,000 lbs. of powder to bring down 140,000 tons of limestone. Superior payroll had reached $60,000 a month—the post-war boom was beginning.

All previous shipping records at packhouse were broken in September of 1921 when 123,000 bbls. were handled during the month. It was in 1921, too, that the siren was first installed at the quarry to serve as a warning for blasting operations.

The year 1922 found Superior in the process of building a few more company homes west of Superior avenue. In July they added an annex to the Superior Hotel, giving forty more rooms for workmen. By September the packhouse crew was again in the headlines—loading 70 cars (11,000 bbls.) in one day!

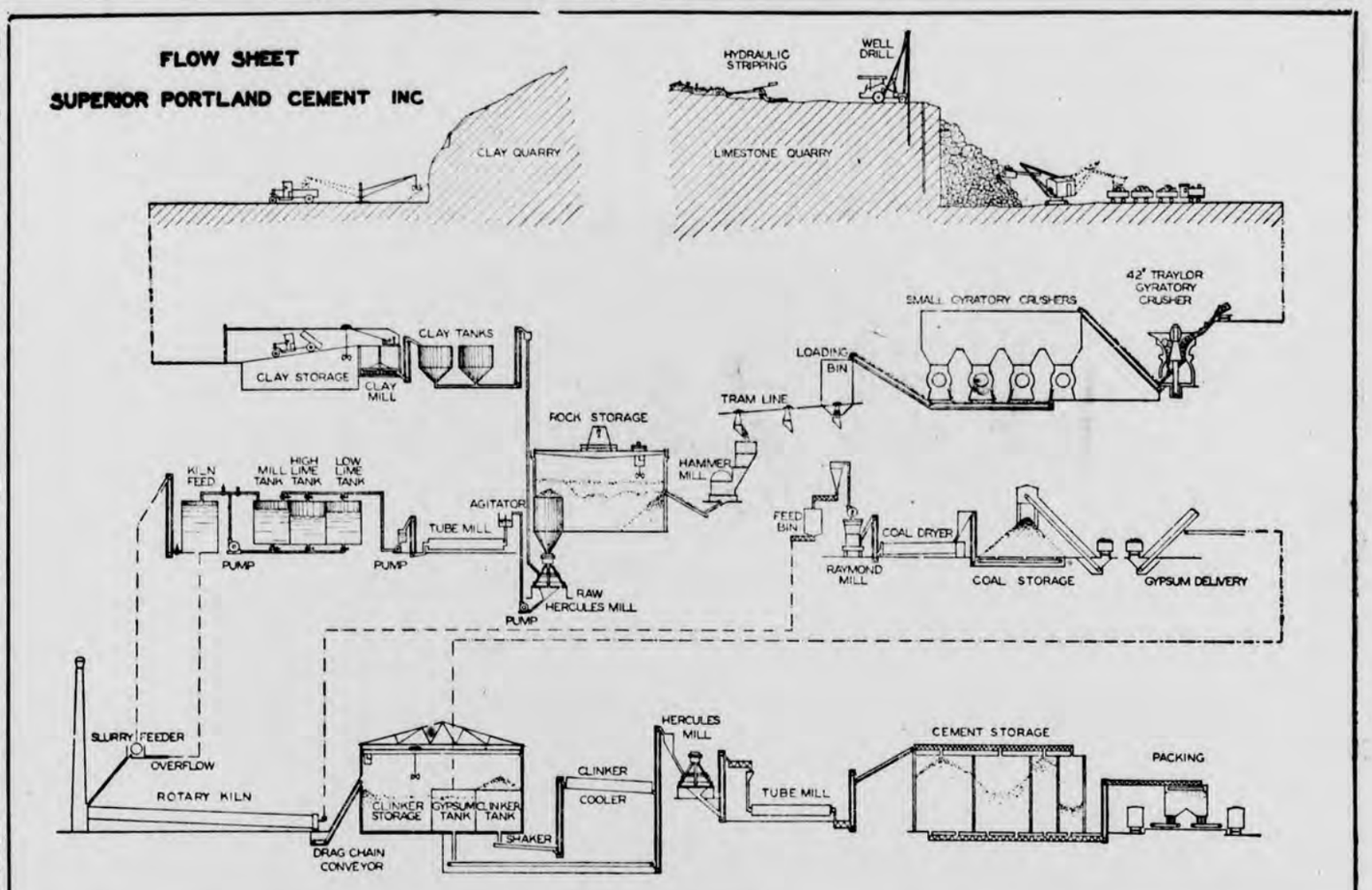
(Continuued on page five)

Janisch Has Accident In High Powered Ford

Concrete Herald, May 14, 1921—Joe Janisch, who has a fine grocery in the west end, met with a painful accident one day last week, breaking two ribs and otherwise damaging himself through the bucking of his automobile. While going down the hill near his place of business the auto steering gear jammed and the auto went over the bank. Joe says he was only going two miles an hour at the time, and as he was driving a Ford, we will have to take his word for it.

Landmark Torn Down

—Concrete Herald, April 18, 1921—Another old landmark of the city is about to disappear. The old Baker River Store building, opposite the depot, was sold this week by the Baker River Lumber Co. to Nels Twedt and C. B. Mason, who are dismantling the structure for the lumber.



How Cement Is Manufactured In Superior Plant

The above drawing shows in detail the process of making cement from limetone. As this flow sheet was made up some years ago it still shows the clay quarry process which has long since been abandoned. Now the manufacture is completed without the use of clay. Other processes are essentially the same and will give a clear picture of the number of different operations necessary to produce one barrel of cement.

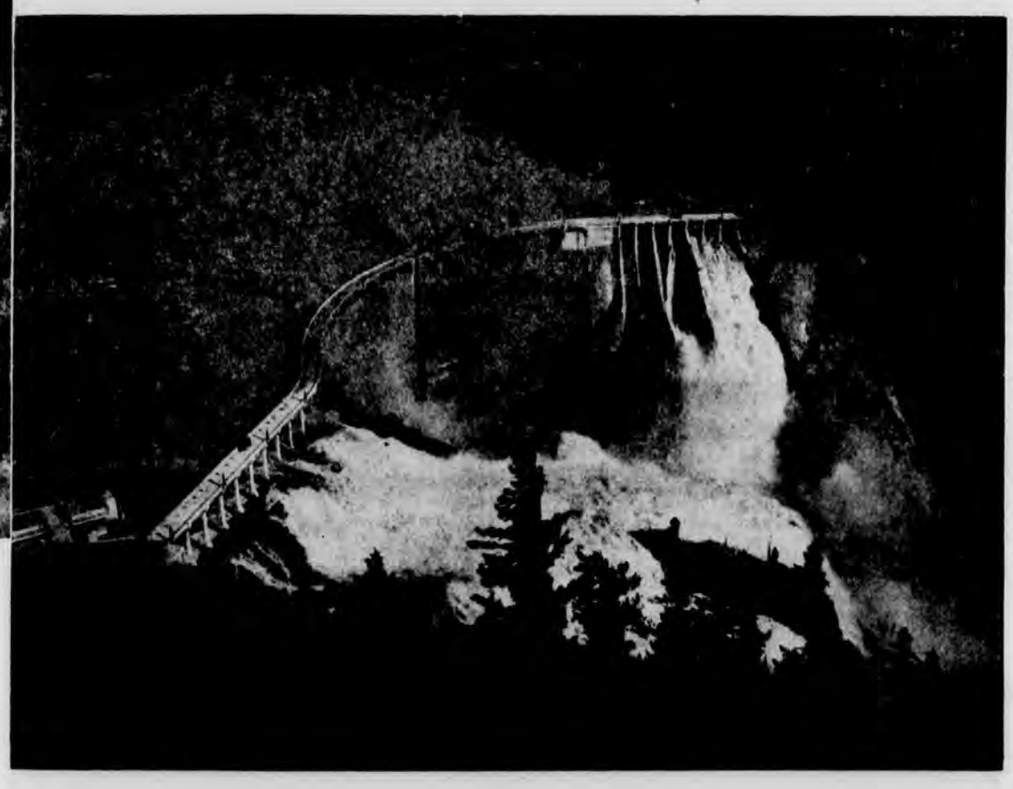
The process is briefly a series of grinding operations which reduce huge limestone boulders to a fine powder. This powder, mixed with water, is run through the kilns where it is burned into a clinker. Then the grinding begins again until the material is again fine enough to flow like water through a 200-mesh screen. This finished product then has to be stored, pumped into tank cars and trucks, or sacked for shipment.

The Superior plant and Town from the Air

The picture at the right, taken abock 1926-27, shows the entire town and the cement plant in a single view. Also noted in the scene is the Baker River Dam and a portion of the construction camp that was built for workers building the dam. These have been taken down. Numbers of other changes have taken place since that time, but this interesting view provides an idea of the lay-out of the town that is better than any other photo we have been able to secure for this edition.

Beauty - Strength

Two huge dams, Diablo and Ross, constructed on the upper Skagit River by City Light of Seattle, are excellent examples of the beauty and strength of Superior Portland Cement. Known for rigid adherence to most exacting specifications, Superior cement is preferred by construction engineers for all such projects.



Built Of Cement Produced by

Superior Portland Cement, Inc.
Concrete, Washington

Baker River Mercantile The Baker River Mercantile was built about 1903 to provide a general store for the men who worked at the mill. This building was located just across the tracks from the present depot on the present depot on the east side of Mill Street. The people in the picture are D. D. Dillard, Bill Connally, Mrs. A. Legue, Mrs. Eula Kemmerich. Delivery wagon drivers are identified as Mr. Tote and and Mr. Walden.

THE STORY OF THE SUPERIOR PLANT

(Continued)

The new Superior office was under construction in November of 1922, the two story building to cost around $18,000 furnished and ready for occupancy.

The next few years were years of building and expansion. The new Clinker Shed was built and a huge crane borrowed from Jennings & Nestos to install the heavy machinery of the derrick. A change room and showers for the men was built in March of 1932. The some month the Superior Athletic Club was organized. Then in July the tennis courts were built. In August the contract was let for the big warehouse located between the plant and machine shop.

In April of 1924 a contract was let for a new storage building east of the factory. By 1926 more storage was needed for slurry so 6 new slurry tanks, each with a capacity of 3,000 bbls. were built.

The building of the Baker River dam made necessary the abandonment of the old railroad line to the quarry. The first contract for the towers for the tram was let in Nov. of 1926. Other construction followed rapidly.

In August, 1927, the company celebrated their 20th anniversary with a big picnic at Birdsview. 800 were present to see Ross Zongrone present a watch to Pres. Eden as a token of appreciation from the employees.

It was about this time that the plant began to take an active interest in a continuous safety campaign. The "Siren", monthly plant publication, was started with Ken Childs as first editor. First aid teams were formed and regular safety rallies and campaigns were made a part of the policy, and are still continued today.

Pres. John Eden died in January of 1929 and E. P. Lpcas was named president. The depression hit Concrete and the cement plant a little late, but in 1931 a change was made to a 6-hour shift in order to employ more men in keeping the kilns and plant going. Finally in December of 1931 the plant was closed down completely for the first time in ten years. It was down three months as much needed repairs were made in all departments.

The plant ran intermittently uuntil August of 1935, when the big news came through that the plant was a low bidder on the Grand Coulee contract. The first order for 2 million barrels came through in September. Subsequent orders of cement from Coulee, Ruby Dam, the Roza Project and others have kept the plant busy ever since.

Construction and changes have continued over these years. A new sackhouse was built in 1940, new cement storage tanks constructed. The dust collectors were installed in 1947. Later the quarry was modernized with a new crusher and a change from the old locomotive and rock cars to huge trucks. Much clearing and landscaping has also been done about the plant, and the office building is now in the process of being remodeled for better efficiency.

Superior's safety program has paid off in many ways. They won the national trophy in 1931 for a full year without a lost time accident—have had it reawarded in 1932, 1933, 1934, and after a number of near-misses, again in 1940.

Employee relations have always been very good at Superior, some workers having been with the company since it started. These men, however, are now reaching the retirement age. The men voted for a union charter in 1936, now negotiate for wage and working condition contracts.

The company has been active in all civic promotions, giving liberally of money, materials and officer's time for the welfare of the community.

MINNEHAHA

The site of the town of Concrete was once on the maps as Minnehaha, the property being owned by Richard Challenger of the Minnehaha Land Co.

Acetylene & Arc

WELDING

and BLACKSMITHING

BOTH PORTABLE AND SHOP EQUIPMENT FOR THE PROMPT HANDLING OF ALL EMERGENCY REPAIR WORK IN THIS LINE.

BLACKSMITHING AND HEAVY IRON CONSTRUCTION FOR LOGGING, MILL AND ALL TYPES OF THE HEAVIEST EQUIPMENT.

Founded by Richard Thompson, Pioneer Blacksmith of Burpee Hill

SHOP AT GRASMERE SINCE 1926

THOMPSON'S

Blacksmith & Welding Shop

GRANT NELLES

Peterson Motor Company

UNION OIL DEALER

Willy's Jeep Kaiser-Frazer Mall Power Saws

Peterson Motor Company began operating in Concrete October 1, 1946 in charge of Otto, Mervyn and Lowell Peterson. Our goal has been to replace all outmoded equipment in the station and to build a stock of parts and supplies until they meet the highest possible standards. We can now offer complete automotive serviec with our personal guarantee of satisfaction.

1950 saw an expansion in the firm with the aquisition of "Merv's Service" at Marblemount. At Merv's, sporting goods and hardware are featured along with Chevron Products and lubrication facilities for service a little better than you are accustomed to in Marblemount. Thus you are assured of fine motoring service in the Peterson manner both at Concrete and upriver.

IN CONCRETE—STOP AT PETERSON MOTOR CO.

IN MARBLEMOUNT—STOP AT MERV'S SERVICE

Bridge Dedication July 17, 1918 a large crowd gathered on the newly completed Baker River Bridge to hear Senator W. V. Wells give the dedication address. The bridge was named "Henry Thompson Bridge" in honor of the late county commissioner who had been instrumental in its construction by the county.

History of the Skagit Valley

(Continued)

was named clerk, L. E. Wolfe, police judge; G. L. Leonard, attorney; H. G. Cupples, engineer; T. F. Cole, marshall and E. F. Mertz, Health officer.

First business was to declare the new town of 1200 people, the Town of Concrete and the boys immediately got down to business by passing ordinances for salaries for all officers and another to tax and control the sale of liquor. With that they settled back in their chairs with the air of a job well done to watch the town grow. It did just that.

The Superior company had extra power from their station at Bear Creek so began installing electric lights for the town. First to come were five arc lights for Main street, then 17 poles for the street lights. Soon the lines were extended to all homes and business houses. Soon afterward the Superior company installed water lines and the new town was as modern as any in the county.

1909 also marked the advent of Dr. M. J. Power, the first dentist. Then came the crowning glory—the first bank. The State Bank of Concrete opened it's doors on Monday, June 21, 1909 with S. A. Post of Bellingham as its manager. The town was booming, it needed a place to store it's wealth.

With the town incorporated, two cement plants operating and the logging industry providing a large payroll, the following years were those of building the community for a rosy future. People were swarming into town to buy or start busineses, build homes and take jobs. So much that the school building was soon outgrown, although already enlarged from its former size. So in 1910 the new cement building was built in back of the old school (this is now the "old Grade School") on Main street.

The telephone company, originally started by the cement companies for communication, was now reorganized with Mrs. Kate Glover as manager and a group of local stockholders. George Ross came to town to open a tailor shop, E. L. Pine opened a store at the corner of Main and A streets. Then came Dudley I. Green to open his drug store and a number of others found the town a likely looking spot to build a fortune.

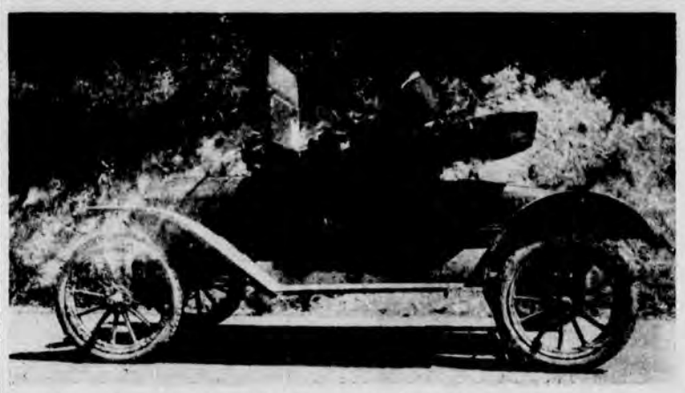
In 1912 the mills were operating full blast. The Sauk Timber Co. at Sauk had a large payroll, as did the Hawkeye mill at Rockport, the Burpee Lumber Co., the Grasmere Shingle Co. at Grasmere, the Anna Shingle Co. below Moss Hill and the Hightower Mill at Birdsview. Shingle bolt camps lined the upper Baker, logging camps were everywhere. Freight from the Concrete depot totaled second only to Bellingham in the northwest, with receipts of over $45,000 a month. Concrete was "the town" and Hans Bratlie saw the light, moved his Herald to this city from Hamilton, changing the name from "Hamilton Herald" to "Concrete Herald".

By another year the town had the usual cultural and civic organizations blossoming among the citizens. There were the Eagles, I.O.O.F., Knights of Pythias, Rebekahs, Women of Woodcraft, a Ladies Aid, Women's Club, Booster Club and Commercial Club. 1913 also saw the completion of the St. Catherine's Catholic Church.

Big Fires In 1915

Opening of the year 1915 found the finest weather in years. Only five inches of rain during February and the coldest day being 27 degrees. But it was not so balmy for the Concrete Herald as on March 13, 1915, the 3-story Herald building burned to the ground, destroying all the old files, all fixtures and equipment. Editor Bratlie estimated the loss at $9,000—but was back the following week with next edition through the help of lower valley papers and soon had another shop in operation. A word-feud between the "Enterprise" and the

(Continued on page 7)



Doctor Ready For Call Dr. E. F. Mertz, pioneer doctor, and his new Ford runabout, ready to make a call. Dr. Mertz began his practice here about 1906 and made his first calls on horseback and horse and buggy. He purchased one of the first cars to be used in this vicinity.

For Pleasant Hours and Fine Refreshment

Meet Your Friends at the

THE LOG CABIN TAVERN

THE BANNISTER BROTHERS

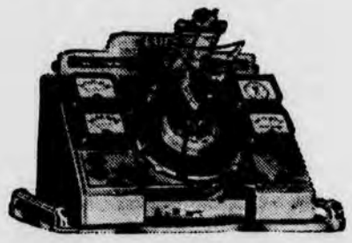
Main & Baker Concrete

Complete Automotive Service

YOUR "ONE-STOP" GARAGE

The best equipped garage east of Sedro-Woolley —offering you reliable service in every department of automobile maintenance and repair. Also stocked with most standard auto parts, passenger and truck tires, Shell Gasoline and Oil Products.

In Our Repair Shop—



SUN TESTING MACHINES for Motor Tune-Up and Distributor Synchronization

WHEEL ALIGNMENT and **BALANCING**

BODY REBUILDING and **PAINTING**

ALL TYPES OF MECHANICAL REPAIR

WELDING and **BRAZING**

BATTERY, TIRE, GREASING SERVICE

CRAFT AUTOMOTIVE SERVICE

V. C. CRAFT, Proprietor Concrete

VACANT LOOK On July 2, 1915 fire destroyed almost one half of the buildings on Main street sweeping from the corner at Aldrige street east almost to city hall. Seven buildings were destroyed. In the foreground are pool tables rescued from one of the ill fated buildings.

History of the Skagit Valley

(Continued)

"Herald" was in progress at the time and gave the Enterprise editor opportunity to refer to his opponent as "the burning boob of bonfire brink" in one of his leading editorials.

At this point our history takes on new life and accuracy with the opening of complete files of the Herald. Canadian shingles were upsetting the market. Men's heavy cotton longies sold for 70c. John Greiner, local wrestler, lost to Vernon Breedlove, featherweight wrestling champ in two straight falls. Professor Geo. White resigned after seven years as principal of the local school. The town let a $10,500 contract for paving west main street. Citizens showed civic pride by demanding in a petition that the post office buy a new flag to replace the tattered one then displayed in front of the building.

1915 was a bad fire year. In June the Hightower mill at Birdsview burned down. July 2nd the townfolks of Concrete stayed up all night to watch the south side of Main street charr into cinders as seven store buildings and all their stock burned in a $35,000 blaze. Hardly had business been resumed in tents and other emergency quarters before fire broke out again, this time at Grasmere to destroy the two Grasmere stores. Carlson and Robinson groceries lost five buildings and some $10,000.

Closing the years happenings the Washington Plant installed the world's first dust collectors for cement plants. Superior began a new cement dam at Bear Creek, the school purchased the land for a school field from Magnus Miller for $2,500, the Herald was sold briefly to Ralph Benjamin who purchased a new typesetting machine. Geo. Campbell was elected mayor—and as a fitting climax to the fires of the year the old log building that was Baker's first store building when occupied by Mr. Aldridge in 1901, burned to the ground.

Prohibition In 1916

To the sorrow of the dry throats in a town where once eleven saloons managed to stay in business, the coming of January 1st, 1916, found prohibition in force. Bars converted their facilities to soft drinks, cigars and pool tables while weather turned cold with 28 inches of snow and 4 degree temperature. The new bank building was completed and S. R. McGowan moved into the lower store space. The Washington plant won a contract for furnishing 125,000 barrels of cement to Snohomish county for road construction. Dudley Green and E. E. Aldridge secured permits to rebuild on Main street.

Spring found the Baker River mill ready to start. Chas. Ramsdell, theatre operator and city clerk, shot himself in the dining room at the Whitney hotel. In May the county announced that a new bridge would be built over the Baker at Concrete by J. R. Wood of Seattle at a cost of $21,740—cement to be provided by the local companies. Contractor F. S. Heskett started pouring concrete on a new building for Max Davis' "The Model". In June Ben Mutchler of Marblemount won the log bucking contest by cutting a 41" log in six minutes, 20 seconds.

The usual 4th of July celebration brought a train load of visitors from the lower valley, the Conway-Fir band and Hi Hammer of Sedro-Woolley as main speaker. Heskett

(Continued in next section)

OLYMPIA BAR The Olympia Bar was originally owned by A. B. Melville, purchased in 1912 by Harry Cooper. Mr. Cooper is the man with the white coat and big mustache. This building now houses the Superior Mercantile Co. At one time it was also the first theatre, a projector being set up there to show one-reelers to an audience which sat on wooden benches.

The Penguin Trio

To Serve You!

Penguin Cafe

Anything from a cup of good coffee to a full course banquet can be turned out in our modern cafe. Good food, served well makes this a popular eating place for those who dine out.

Penguin Soda Fountain

The meeting place for the kids. We make our own ice cream, both in the soft and hard varieties. All types of ice cream and fountain dishes, plus the ever popular "juke box" for entertainment.

Penguin Food Lockers

A modern cold storage plant with individual lockers for safe storage of all frozen foods. We bring big savings to hundreds of families by offering this economical way to preserve quantity purchases of meats.

YOURS FOR A BETTER COMMUNITY!

EDGAR GATES, Proprietor

Standard Oil Products

PLANT AT CONCRETE, WASHINGTON, PHONE 381

Standard RPM Motor Oils **Standard and Supreme Gasolines**
Standard Heating Oils, with Thermisol
Deisel Oils, Greases and Other Standard Oil Products

JACK SOLOMON, Local Distributor

The Story Of The

State Bank of Concrete

As Told In It's Statement

Here Is Our Statement of Condition

This tells the story of how money on deposit in our bank is used—how much is loaned to various local enterprises for development of resources and businesses of the community—what amount is invested in U. S. Government bonds, Municipal Bonds and other high grade securities—the resources this bank has available to carry on its business in town and throughout the upper valley, and what the bank's capital structure is at this date.

Through good times and bad, through panic and prosperity, the State Bank of Concrete has always followed the policy of sound and safe banking practices and has given constant, stabilizing service to the community. Honesty—Fair Dealing—Service—Conservative Management—Loyalty—Safety for our Depositors have been the ruling policies of the management. Owned by local people our bank has operated for the benefit of the people of the upper valley as a straight-forward banking business.

Completing 42 Years of Banking Service

The first bank of Concrete was opened on June 21, 1909 with S. A. Post of Bellingham as manager. Owners at that time were John Guddall and J. C. Wixon. In August 1918 the bank was sold to O'Brien and Crowell who operated it for a short time. Then in April of 1919 it was reorganized as a State Bank under a group of local stockholders with Wm. Jennings as President, Geo. Campbell as Vice President and H. T. Watts as cashier. At that time the deposits were listed at $61,373.25 and the total resources were $77,607.65.

Since that time the bank has forged steadily ahead. Another change was made in August of 1938 when the interests of several stockholders were purchased and the ownership and management narrowed down to a small group of local business men.

From the days of 1909 the bank has grown until the deposits now total $1,137,456.17. Total assets passed the million dollar mark in December of 1945 and continue to advance with the growth of the upper valley.

Grateful for the opportunities given them for service over the years, the officers and directors of the State Bank of Concrete pledge themselves to greater service in the coming years, in appreciation of the confidence and support of the people of the valley

A Bank Statement

Any Person Can Understand

We Own:

CASH:

In our vaults and with Approved Reserve Banks in Seattle, Bellingham, and Sedro-Woolley	$ 241,345.98

BONDS:

United State Government Bonds	590,098.44
Bonds and Securities of State of Washington Cities, Counties and Districts	118,295.45
The above described securities are carried on our books at par value, or market value, whichever is the lesser. The above described bonds have the highest rating and are readily marketable.	708,393.89

LOANS:

We have loaned for the use of agriculture, logging, manfuacturing, livestock, farming, dairying, home building, business enterprises and the private needs of upper Skagit citizens	319,652.27
BANK BUILDING, Furniture and Fixtures	1,502.00
This item represents depreciated value of our bank building (fully depreciated to $1) and the value of fixtures recently installed and not yet fully depreciated.	
TOTAL ASSETS	$1,270,894.14

We Owe:

DEPOSITORS	$1,137,456.17
Commercial deposits and savings deposits of Upper Skagit business firms and individuals, including the deposits carried with us by the County of Skagit and by municipalities and districts within this area.	

CAPITAL FUNDS

CAPITAL STOCK	$ 25,000.00
SURPLUS	50,000.00
UNDIVIDED PROFITS	48,437.97
RESERVES	10,000.00
This item represents the capital subscribed and owned by stockholders, together with accumulated surplus and undivided profits which provide additional working capital and which serve as a protection and further security for the funds of our depositors.	133,437.97
TOTAL LIABILITIES	$1,270,894.14

(Figures for this statement from official call of April 9, 1951)

The State Bank of Concrete operates in rather an unusual community in that a wide variety of activites must be served, rather than a single type. The vast resources of the valley include cement manufacturing, all types of mining—from talc and silica, to the more precious metals of chrome, lead, silver and gold. Lumbering is also a major industry with a wealth of standing timber to be logged, numbers of mills cutting shakes, shingles, dimension lumber of all kinds. Agriculture and dairying are naturally coming into greater importance as the land is cleared and new areas are opened to the farmer—all this activity means new homes, new businesses, new development.

We are proud to have had the opportunity to aid in this great awakening of the natural resources of the valley and we have watched with interest the increasingly prosperous condition attained by the depositors who have been building their businesses thru such development. We invite you to let us help you with any banking problems you may have, and assure you of friendly and dependable counsel on your banking needs.

State Bank of Concrete

OFFICERS:

W. D. ROSS, President
RICHARD THOMPSON, Vice Pres.
MARY S. ROSS, Cashier

DIRECTORS:

RICHARD THOMPSON
CARL MONRAD
W. D. ROSS

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

Fiftieth Anniversary Edition, 1901-51

FOURTH SECTION—8 PAGES

The Concrete Herald

VOLUME FIFTY — CONCRETE, SKAGIT COUNTY, WASHINGTON — ANNIVERSARY EDITION

The First Days Of Marblemount

By Dick Buller

Marblemount is a small town a half-mile upriver from the mouth of the Cascade river. A couple of hotels, two stores and three beer parlors scattered over a mile of state highway comprises Marblemount today but in 1890 fifteen-hundred miners made it, in the words of several estute boosters—"The Coming Leadville of the Pacific". For in the Cascade valley near Gilberts' cabin hundreds of prospectors hacked at outcroppings of Galena ore and silver and lead.

The Boston mine was sold for a half-million dollars in cash, others for hundreds of thousands as everybody was going to strike it rich and retire. But alas, silver was devalued overnight and the boom broke. Overnight, also, the town of Marblemount was a deserted village.

People with homesteads, who could not leave until they proved up on them and sold them to the timber companies, stayed on hoping soon to return to God's country, as they called the down river land.

My brother, Carl Buller, had left Sedro-Woolley in the spring of 1890 and in a two-day hike over Indian trails, reached the claim of George Engles, on which the town of Marblemount now stands. He asked George where he could live to get a government claim.

George said: "There is a Norwegian squatting near my claim, but he can't hold it, so go up the river a mile and locate there." So George did and his was the last claim located at the time. Everything else had been taken as far up as Goddell Creek.

Coming back to Sedro-Woolley Carl, Mother and I took the "Indianna," a stern-wheler, up-river but it only went to Birdsview leaving us on the river bank. Next week the "Henry Brady", another boat, picked us up and went as far as Rocky Riffle and again we were put ashore just two miles from what later on was Marblemount.

Following on old Indian trail with what belongings we could carry we came out on the river bank where a large pile of groceries were covered with a tarpaulin. A man with a pair of scales set up under a canvas fly was already doing a land office business in supplying the miners. About fifty feet down river a shake building with walls and roof but no floor had a plank laid across two whiskey barrels and was in operation as a saloon.

My mother asked Frank Stewart, the "store-keeper" what was going on. He told her that someday this would be a large city. "What we need most now is a hotel,' 'he said. Mother replied, "I am a hotel operator."

Stewart called over George Engles, introduced mother, whose first question was "Where can I build?"

Cascade Pass Taken many years ago this photo gives an excellent view of the famous Cascade Pass, with Gilbert's cabin in the left foreground. The cabin was built by Gilbert Laundrea, a Frenchman, in the early 1890's as a hostelry for miners in the area. There was quite a gold rush on at the time. A store was also operated later by Martin Olson at Mineral Park. Gilbert's cabin is now being restored as a historic monument of the gold rush days. A mine-to-market road from the end of the Cascade highway now ends near the point where the picture was taken. There is now only five miles between roads on both sides of the pass.

A small clear spot fifty feet from the saloon on the river bank looked like a good spot. Engels told her "There is 16 acres here, take your choice—but I would suggest that little opneing in the timber."

Morgan Davis and Alec Adkins came across the river in a canoe shortly afterward with a lot of marble samples and said they had found a mountain of it. Mother suggested that if this was so, we should call the new town "Marblemount.' All agreed the name was perfect.

The next step was to send to the postal department for the necessary stamps and so forth, plus the appointment as postmaster. These came thru in time but no mail carrier was appointed to bring the mail up from Sedro-Woolley. As there was only the trail and the river boats part way, you would see a man in a big sombrero or a tall stove pipe hat walk into the hotel, take off the hat and remove a packet of letters. This was the latest mail from outside.

Later mail began to arrive by canoe and that fall a man on horseback got the mail contract for regular service.

The Baker Hot Springs were discovered by Vic Galbraith, well known timber cruiser and former Mt. Baker marathon runner. His discovery was much to the surprise of Joe Morovitz who had a homestead nearby and could never figure out how he happened to miss them in all his prospecting in that area.

Sadie's Hotel Sadie Silverling came to Marblemount as a young woman to start the Marblmount Hotel in a building that was once a leading saloon. In the 1900's it was a popular stopping place for the up-river stage. Sadie is greeting arrivals from the porch. The building has changed little since the early days and Sadie is still dispensing the same old hospitality and good will.

Ever Hear Of Bessemer?

The Town of Bessemer never managed to be anything but a plan on paper. Such a town was actually platted on the north bank of the Skagit above Birdsview by Harrison Clothier in 1890. It was to be the steel center of the west by virtue of the Hamilton coal and iron mines, but no no was interested in buying the property and the town was never settled.

CHESTER, BELL-HOP

Chester, the dog, was the bell boy at Sadie's Hotel for many years in the early days. He took a delight in carrying in the suitcases set on the porch by the travelers as they alighted from the stage and he was very angry if someone happened to want to carry their own. He was even angrier when there was no handle on the baggage that he could grip with his teeth.

One of the well-known characters of the settlement, Chester is still remembered by those who visited the hotel during his regime.

Negro Miner

George Holmes was the only colored miner in the Skagit area. He came to Ruby Creek in 1895 and built a cabin on the banks of Ruby Creek, just west of Panther Creek. In a single year he is reported to have cleared up $7,000 from the Original Discovery mine, which he leased from the owners.

Town of Rockport In the Early Nineteen Hundreds

Cascade Highway Was First Big Valley Project

To mention the Cascade Highway in the upper valley is to open one of the subjects that have been close to the hearts of all boosters for many years .The Cascade Highway has been the big hope for a cross-mountain highway that will connect the rich Skagit valley with the equally prosperous Okanogan valley on the other side of the Cascade range. —And it is not at all an impossible dream—much has been done toward it, much still remains to be done—yet it will come in time. One day the northern part of the state will demand a cross-mountain road, and when it does, the Cascade Highway will become a reality.

The original road was talked about long before any of the other passes were opened in the southern part of the state. It was surveyed in the early history of Washington, was placed on the records of the highway department as State Highway No. 1. Back in 1890 a man named "Okanogan" Smith used the Cascade pass to bring cattle from eastern Washington to be sold for beef in the Skagit valley. Before that Indians had used the route for centuries. Later the miners came and built trails over the pass and in all directions into the hills.

In 1895 a commission appointed by Gov. John McGraw studied the numerous passes of this section of the Cascade and selected Cascade Pass as the most feaible for a road. Members of the commission were E. M. Wilson of Whatcom, R. O. Welts of Skagit and Howard Watson of Okanogan. Bert Huntoon was their engineer.

Several times in later years plans were made for a road up the Cascade, but each time something came up to block actual construction. In 1917 the state legislature finally took notice of the road and appropriated $4,625 for the first two miles to be built from the east bank of the Skagit toward the pass. Again many years passed, then in 1924 the boosters secured another 2½ mile contract. From then until 1932 each session of the legislature appropriated more money for extension of the highway. The bridge across the Skagit was built in 1928. From 1932 to 1939 there was a lapse in appropriations except for maintenance. A total of $824,115 had been spent up to that time.

It looked like the Cascade Highwas assured. All that was needed was a few more appropriations and the job was done. Then the state political scene changed abruptly and just as abruptly the Cascade Highway died.

Another long period of inactivity followed with Cascade Highway Associations battling against odds to get their dream back on the program. They finally did find a new angle in the Mine-to-Market fund—there were many mines along the Cascade route—so in 1948 an appropriation from this fund built a primitive road from the end of the highway to Mineral Park. Another grant brought the road to Gilbert's cabin at the foot of the pass. Now only five miles of the pass itself lay between the roads on each side. The east side road had been completed for some years as a mining road. There is still a chance that the two roads will be connected—but not by the state highway department.

In the long intervals of fighting for recognition of the road, the highway department was given a large appropriation for another survey in 1937. This time they selected Rainy Pass as their choice of a perfect route, even though it is a higher pass. Their insistence on this route (or none) finally broke down the Cascade group until they accepted the new route on the promise that it would be completed under the state's 15-year plan. A total of $10 million dollars has been earmarked for this highway.

The new route will not cross the Skagit at Marblemount, but will head up the Skagit to the City Light projects, over Diablo dam, up Thunder and Slate Creeks to Rainy Pass, then down over Washington Pass to Mazama, Winthrop and Twisp. Except for the use of Rainy Pass instead of Cascade Pass this eastern slope route is the same as would be used through Cascade Pass.

Many men have spent their lives working for this highway—among them Dave McIntyre, D. Donnelly and A. G. Mosier of Sedro-Woolley, W. V. Wells and W. W. Keyes of Anacortes. Many younger men are still battling for completion of the road that will one day link Skagit county with the highways of Eastern Washington.

Such dreams are great—but the fulfillment often takes many bitter years of work and disappointment. We still have hopes.

Carl Monrad Moves To Boas Building Uptown

Concrete Herald, August 31, 1918 Carl Monrad, who has been conducting the former E. L. Pine grocery for the past year, has leased the building vacated by H. Boas & Sons, and will move his grocery stock into the new location tomorrow.

Illabot Creek was named by the Sauk Indians. Illabot means 'painted' and probably refers to the vivid green of Illabot Lake.

History of the Skagit Valley

(Continued)

was given the contract to pave Mill & Division streets for $2.576. August found Carl Monrad taking over the E. L. Pine store. Concrete Rifle Club had its first shoot at Lars Moen's farm. Lars also entertained the Eagles lodge with a picnic for over 200.

In September word was received that M. C. Tait of Seattle had filed for power site rights for a dam 16 miles above Marblemount on the Skagit river—also for others at Ruby Creek and Diablo Canyon.

By October the false work on the Baker river bridge had been removed. The longest single cement span in the nation stood alone! Flood waters in November moved the railroad and highway bridges at Van Horn. The Washington plant announced the lease of the Cokedale mines to provide fuel for their operations here.

1917

In 1917 the upper valley was preparing for big advances. There were rumors that a big dam was to be built in the Baker canyon, the Baker river bridge was completed, a new bridge was under construction at Rocky Creek, new coal bunkers were being installed at the Washington plant to take care of shipments from the Cokedale mine, a $4,625 section of the Cascade road was started by the state and the survey was started by local business men for a new road up Burpee Hill. Then came the startling news tha war had been declared against Germany.

With war came draft registration, patriotic meetings, victory gardens. War did not effect plans too much as in May the enginers arrived to start work on the Baker river dam. Van Horn School built on two new rooms, Baker River Mercantile sold out to H. Boas of Seattle, Joe Morovitz sold his 4th of July mine and City of Seattle secured a permit to build a $5 million dollar power project on the upper Skagit.

Minor news items of the year included loss by fire of the old Van Horn Hotel and the Grasmere school, as well as the bunk house at Bert King's bolt camp. The Royal Neighbors lodge was organized with Nell Wheelock as oracle. The first Chautauqua came to town and the year finished with a flood during December that came within two feet of the 1909 mark. The Fulk and Moran farms at Sauk were badly damaged and the flats were flooded in the lower valley.

(Continued on page 3)

ROCKPORT BEGAN IT'S CAREER AS STOPPING PLACE FOR TOURISTS

The City Light throngs that made Rockport into quite a busy little community a few years ago was not the first time the town was a resort for tourists. In fact that is why it became a town. In 1892 A' Von Presentin opened a hotel and general store there for the travelers up and down the river. With the coming of the Seattle & Northern Railway he built the big hotel that still stands as the principle landmark of the town.

This modern stopping place was built in May 1901 at the enormous cost of $4,500. Built on a solid foudation of rock, the building had 21 rooms, hot and cold water, a dining room, and a bar, all offering real comfort to the miners and tourists who visited the upper valley.

The town of Rockport did not take form until two or three years later and residents had to go to Sauk for their mail. In 1906 Rockport had quite a main street with the general store and hotel, Charles Cornforth's cafe, Horace Claiborn's saloon, Wm. Parry's livery stable, a boarding house operated by A. Young, the Hawkeye Shingle Co. and the Rockport Shingle Co., a school, a depot with telegraph and express office.

Rockport suffered the usual fires over the years which took a toll of most of the old buildings. The hotel, however, survived to be operated by the storied Hugo Bauman for many years. Later owners have been Neil McLeod and the present proprietors Gurney and Tal Stafford.

Rockport had a brief but exciting gold rush in May of 1922 when rich gold-bearing ore was discovered along the City Light right-of-way a few miles above that community by a couple of former Alaskan miners who became interested in some of the rock blasted out for the railroad. Everyone in the upper valley dropped their usual jobs and headed for the gold field, which was on lands owned by Abb Clark of Rockport.

Hundreds of claims were staked by hopeful millionaires. The rush faded quickly when gold traces proved too few and far between.

Rockport's biggest and longest lasting boom came when City Light at Newhalem began their "tours" in 1928. During the years that followed thousands of visitors came to Rockport to take the train for Newhalem, where they were housed, fed and entertained in a well-conducted and economical tour of the Diablo dam and powerhouse.

When it became necessary to use the quarters at Newhalem for workmen on Ross dam and other projects, the tours were discontinued. It is expected that they will be resumed sometime in the future, but now the highway extends all the way to Newhalem and tours will likely start there.

1917 Editor Of Herald Was No Navy Man

Concrete Herald, March 31, 1917
Word was received by the Herald last week to the effect that Allen McPhee, son of Mr. and Mrs. W. J. O'Connell, has already risen to the rank of "captain of the head" on board the super torpedo boat destroyer "Shaw", and that his record since entering the navy last year gives every promise of promotion. W. F. Dorr, gunner's mate on the Shaw, wrote the Herald concerning McPhee. The information is, therefore, reliable and many friends of the young man will be pleased to know of his advancement.

BARRON WAS UPPER SKAGIT GHOST TOWN

An interesting tale is told in the Forest Service records of the upper Skagit about the town of Barron. During the gold excitement of the early '90s there appeared almost overnight a cluster of log cabins that became known as Barron. Alex Barron had gone into the Slate Creek country in 1895 and upon his Black Jack claim the town was built. This was three miles from the Cascade summit and forty-five miles from the nearest supply station— but at one time it boasted a population larger than Concrete at this present time. It had a post office, hotels, restaurants, saloons and a dance hall. There were several mills cutting timber for flumes and buildings, two large mines were operating in the vicinity.

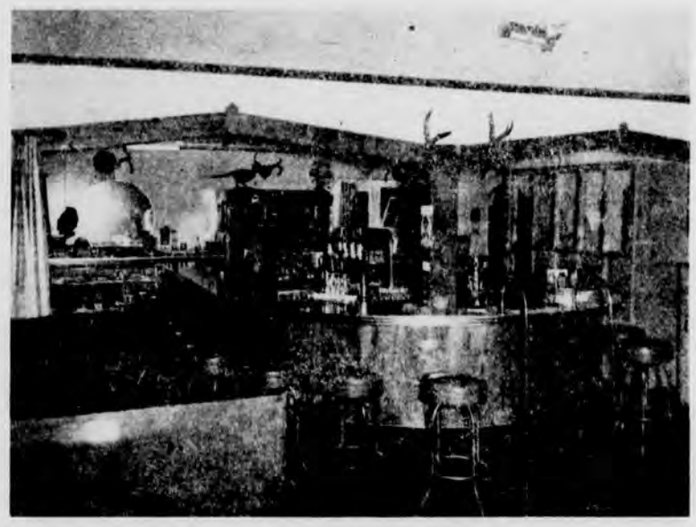
By 1903 a narrow guage road had been built into the town from the east side. Machinery and supplies were freighted in on wagons which were drawn by horses and mules working in tandem.

Then one day it was found that the ore did not yield to treatment readily and the residents suddenly became panic stricken. In a few weeks no one remained except a watchman paid by the company. This was in 1907.

Anyone wandering into the town a few years later found everything just as the people had left it in their haste to get out without encumbrances. Tools, a complete blacksmith shop, wagons, furniture, clothing were as they were last used. The bedding in the hotel was still on the beds; furniture was untouched. Even the stock of the general store was still on the shelves. Rats and mice finally made an end to the edible and chewable merchandise, the balance of the town rotted away with the years. It was the Skagit's true "ghost town."

The first forest service ranger station in the valley was erected at Texas Ponds in 1907, the second at Bacon Creek. The personnel at that time consisted of Thomas Thompson, Cal Farrar, Alfred Conrad and Axel Larson.

The Rockport Tourist TAVERN



Sparkling Clean Pleasant Atmosphere

Our Specialty Is

Fine Food

Delicious Steaks Fried Chicken

Phone for Reservation

Bill and Lee Fritzinger

Rockport, Washington

RUEB-HOAG CLINIC

Concrete, Washington

Rolland R. Rueb, M. D.
Physician and Surgeon
Special Interest in
SURGERY

Richard M. Hoag, M. D.
Physician and Surgeon
Special Interest in
INTERNAL MEDICINE

OFFICE HOURS:

Monday, Thursday, Friday— 10-12; 2-5 Monday and Thursday Night—7 until 9

Saturday—10-1

The Mt. Baker Presbyterian Church was built in 1908 by Rev. L. C. Michaels, who also designed the building in addition to doing most of the carpentry work. The church was built for a capacity of 310 persons, has a banquet room and kitchen in the basement. First services were held on Sunday, Nov. 22, 1908.

History of the Skagit Valley

(Continued)

War Years

War changed the lives of the upper valley folks in the same way it did the rest of the nation. The stores adopted a 9-hour day. Liberty bonds took all extra cash, Superior plant hired women for the first time, sugar was limited to 2 pounds per person a month. Then came the first casualty—Lloyd Parker of Hamilton, killed at Marne; later it was news that Hobart Holyfield had been wounded in France; the came word of the death of Berton Arnold and Paul Heskett, killed in action. On the other side of the war ledger Harold Reese of Baker lake was decorated for bravery, Dr. E. F. Mertz was made a captain. So on November 11th ,it was with great joy that the end of the war was celebrated. The Italians of the community, led by G. Frank and D. D'Amico hired a band and made it a real event.

News events of the year included the death of Henry Thompson in a train wreck at Sedro-Woolley. His son, Richard, was appointed to fill out his term as commissioner. Sam Wainright, a pioneer of the 1880's, and Henry Robertson, Van Horn resident since 1892, passed away. The first graduating class was honored at Concrete high school. The graduates were Emma Williams, Maida Bride, Mae Elkins and Wesley Howard. The Baker river bridge was dedicated, voters approved 2-mills to level the school field, the valley closed down completely for Spanish infuenza. Marbemount completed their new school. Cokedale started shipping 100 tons of coal a day to the Washington plant .

1919

Fire played a big part in the year of 1919 with January marking the loss of the A. L. Howard home at Van Horn and the Chas. DiSalvo home in Concrete. In July the Baker Lake Hatchery burned and in October the Eagles Hall, a popular gathering place, was destroyed.

News headlines were: Garnet Thompson buys interests in Sauk Shingle Co., Alger Mill building on Lars Moen property, J. E. St. John takes over management of "Model", Carl Monrad buys new Ford truck, bank reopened with local management, Gailey sells interest in The Club to Harry Cooper, Carl Monrad buys stock of Boynton store, automobile stage started between Concrete and lower valley, logging camps offer beds, mattresses, clean sheets and bedding to workers—a radical change! A big banquet was given for returning service men. The Odd Fellows purchased the old Bryson store building on E street. C. G. Knott, superintendent at Superior, was killed in an accident at the plant.

1920

An outline of the events of this year reveals that the American Legion post was organized with H. E. Thompson as commander, Ben Weaver purchased 22 acres of land at Grasmere to build a home, Bert King bought the Chas. Crooks place on Baker street, five hundred workmen were at work on the City Light power site, a railroad was started toward Newhalem from Rockport. The Van Horn Shingle mill burned in May with a $35,000 loss. C. E. Tumleson leased the dining room at the Rockport Hotel, the first contract was let for the Mt. Baker road from Glacier, the Eagles organized a 21 piece band under direction of P. J. Lindbeck J. D. Owen was appointed marshal, Superior payroll hit $60,00 a month, a $14,000 contract was let for the Birdsview school, the Baptists purchased the old Springsteen cabin on Aldridge street to rebuild it into a church. The Legion purchased the old laundry building as a hall. The year closed with Kate Glover being elected to the city council and the Union High School plan being voted down by Van Horn voters.

1921

Business people were restless as the year 1921 opened. Albert Zabel, in business 10 years, retired.; Geo. Ross moved to his new tailor shop on Baker street; H. V. Davies opened a cash and carry store in the old Pine building and C. E. Prater bought the Chavis interest in the meat shop.

A. Griffith was appointed station agent, the first Boy Scout troop was organized by Rev. Hugh Armstrong, Fred and Earl Robertson started a new milk route, the old Baker River Mercantile store was closed down. "The Kid" was showing at the local theatre.

In May the Chas. Pressentin's of Birdsview celebrated their Golden Wedding. Paul Pressentin sold his store at Marblemount, C. A. Groken opened a machine shop in west Concrete, City Light completed its temporary power plant, fire again tried to wipe out Concrete and succeeded in taking the north side of the street from Baker street to the school. Three buildings were totally destroyed, more damaged. As a result the town bought a chemical fire engine, Lisherness had to build a new garage. Two deaths marked the close of the year, P. J. Lindbeck dying from injuries received in an auto accident and Elario Pinelli, who came to Hamilton in 1895, passed away at his home there .In December another flood covered the lower valley and passed the high mark of 1909 here. Water was four feet deep in Sauk, ferries washed away, Crofoot addition was flooded and water was in many of the houses.

(Continued on page 5)

1917 Fire Destroys North Side Of Main Street

Concrete Herald, Sept. 17, 1921—A fire starting in the rear of the Eagle Cafe about 4:30 Tuesday morning destroyed three frame buildings in the business district, entailing a loss between $25,000 and $30,000, and for several hours it threatened to wipe out the entire range of buildings on the north side of Main street between Baker street and the old school house. Losses included Smith & Driscoll, pool hall, $6,000; Elkins & McGovern, two trucks, $7,500; Eagle Cafe, $3,000; E. R. Boynton, pool hall building, $2,500; H. C. Binzer, barber shop, $800. There was also considerable damage to the Lisherness Auto Co., Lentz Barber Shop and Olympia Cafe. Several persons were injured in the fire, most seriously hurt being Albert Barnes who was badly cut on the leg in breaking out a window of the Lentz Barber shop. Lester Elkins, Ed McGovern, Gordon McGovern and Lloyd King were badly burned about the head, face and arms while trying to save the McGovern & Elkins trucks.

Concrete Elks Puzzled By Annonymous Gifts

Concrete Herald, June 25, 1921—Four of the new Elks of this city who were initiated into the order last week, are puzzling over a mysterious gift they received through the mail a few days ago. The four remebered were Geo. Dickinson, John Whitehair, S. A Evenson and Ross Zongrone. Each received a letter containing what was alleged to be a "real elks tooth", the accompanying note further claiming that it was very valuable as it had been extracted from the jaws of one of the oldest bull elks of the Skagit valley. Experts say they were extracted at some slaughter house and had never been near an elk. It is reported that a reward of a quart of Skagit valley moonshine has been offered for information leading to the identity of the sender of the donation.

Cascade School The Cascade school was not a very pretentions building in 1918 but with a little study you can find a few familiar faces. From right to left —Seth Oakes, Edith Clark, Jim Clark, Roy Clark, Ray Hollingsworth, Lily Oakes, Earl Oakes, Rudy Clark and Eddie Clark. The teacher is Lenora Hemple (now Mrs. Rocky Wilson).

Birdsview, 1904 In the spring of 1904 the pupils of the Birdsview school gathered outside the school building for a big occasion—a photographer was going to take their pictures! Lined up for the camera are: First row—George Savage, Warren Savage, Gertie Russell, Edith Whitehead, Clara Kemmerich, Julius Kemmerich, Miss Lois M. Johnson. Second row—Bill Whitehead, Fred Russell, Carl Russell, Janie Thompson, Katie Savage. Back row—Frank Whitehead, John Savage, Annie Kemmerich, Joe Kemmerich, John Kemmerich. Miss Johnson, teacher, is now Mrs. C. W. Baxter of Concrete.

The
Same Old Place!

Popular With
Marblemount Visitors Since 1910

* * * *

Sadie's Hotel

SADIE CUDWORTH PHONE 604

Tucker & Clark

MARBLEMOUNT, WN.

The Modern Market Place
of The Upper Valley

COMPLETE STOCK OF GROCERIES,
MEATS, FRESH FRUITS and VEGETABLES
MILK and CREAMS

Lowest Prices Always – Highest Quality

Remains of Original Martin Homestead Before It Was Torn Down

H. A. Martin, Illabot Creek Pioneer, Loved Life In Upper Skagit Wilderness

By Susanna Kinney

Henry A. Martin, born in Sussex, King's County, New Brunswick, Canada on August 25, 1880, of Irish parentage. He came from his later home in Graceville, Minnesota, to Seattle via railroad in 1889, arriving there June 7th, the day of the big fire.

He filed a homestead that year on Illabot creek, five miles east of the present town of Rockport, in the upper Skagit valley. Leaving Seattle in late July, 1889, he travelled on the steamer 'Cascade" to Mount Vernon, walking the balance of the way to Illabot creek and what was to be his new home—a distance of some fifty miles; for this was twelve years before steel was laid in the upper valley.

Mr. Martin learned to speak the language of the Siwash Indians of the locality. They helped him make his first canoe from a cedar log. All provisions and mail were brought in by canoe up the Skagit river, which was not often .

In November 1889 his wife and their four children arrived from Minnesota. He poled his canoe, with the family and supplies from Mount Vernon to the homestead, camping out nights under poles covered with a piece of tarp. They spent one night at what is now the town of Hamilton, in the pioneer home of Otto Pressentin, an uncle of "Skagit Bill" Pressentin, Ed and Bert Pressentin, all now residing in Rockport. The last night out they stayed with Peg-Leg Everett (everyone called him that) in his log cabin on Baker Creek—now the location of the town of Concrete—and enjoyed a supper of bacon and potatoes cooked over an open fireplace.

The family stayed with a neighbor in his log cabin until Mr. Martin completed his own log house on his densly timbered 160 acres. It has long since tumbled down and passed out of sight. He built a ten-room house on the place in 1903, procuring the lumber from a saw mill which occupied the spot where Rockport now stands. 44,000 feet of lumber was used in the construction of the home which has been modernized.

Mr. Martin cleared a plot of ground which he seeded for a garden. It was slow work for during some of those early years he drove a boat on the river carrying shingle bolts to Mount Vernon, receiving $1.25 a cord for them, payment being made in the form of provisions which when he reached Illabot creek on the return trip, were carried on his back two and one half miles to his family. He soon bought a couple of calves and raised his own ox team.

For this pioneer, life in the valley was interesting. He would kick into the deep earth and exclaim with satisfaction "Look at that fine, rich soil!" But his wife's heart was broken when she saw where she was to dwell and when she realized what she was facing into. As they came into the wilderness the farther they traveled the more lonely and terrible she felt and the more disgusted she became. The trees were so tall and so close to the cabin they occupied that she could not even see the highest mountains and very little of the sky. It was months before she saw a white woman, some neighbors having married Indian maidens.

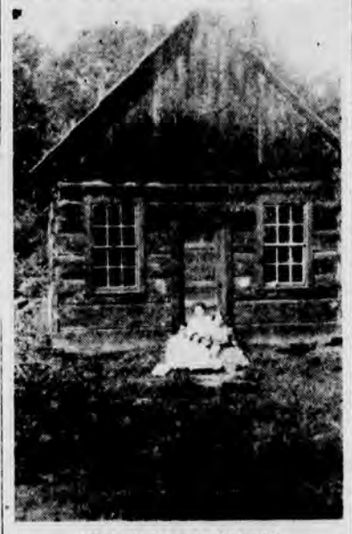
Alex Stafford, two miles east of the Martin home, was located there when when Mr. Martin came to the country, as was Bill O'Brien, three miles east and John Sutter to the Northeast at Portage, one and a half miles down river from Bacon Creek. It was in 1894 that the stern wheelers, Indiana and Monte Cristo made their last run to Portage.

Mrs. Maggie Barrett, mid-wife of the Marblemount locality was as an angel to the pioneer women in those lonely days. In spite of all her efforts the Martin's lost two infant sons and in one instance almost the mother's life She was taken to Mount Vernon in the canoe, with all that entailed. When Mr. Martin brought her home he had to turn around again and take Jerome, the oldest son, to the doctor, for in their absence he had accidently chopped off his toe.

Doctors Harbaugh and Mattis in the old Elizabeth hospital at Woolley rendered the family unforgettable service.

At one time the mother almost dispaired for the life of their infant daughter Bessie (now Mrs. Ed Pressentin). She kept it alive for several weeks on catnip tea. She stated that one of the happiest moments of her life was when she saw her husband come into the clearing leading a cow. That meant milk for the baby.

Mr. Martin tells of a Douglas fir tree on his place that was down when he came that was ten feet across at the base and was 325 feet long. In 1897, the year of the big flood, worst in the valley seen by white men and when all the surrounding country was under water, a tree was washed onto the Martin place that measured twenty-two feet in diameter. The Skagit river raised 23 inches in eight hours. He had built on a bench and was safe .



Illabot Creek School

The children attended a little log schoolhouse built by the pioneers. It was two miles distant on the opposite bank of Illabot creek, which they crossed on an old log. The pioneers made the seats, desks and blackboards. Each family had to buy their own books. The school term lasted three months each year. Edith Whitney of Mount Vernon was the first teacher.

As soon as they were able, the four children carried eggs six miles to a little store at what is now Marblemount and traded them for groceries which they carried back with them.

Mrs. Martin was a godly woman and had the family altar erected in their home from the first, teaching the children the way of truth, and here church services were held as often as possible. In this way she kept faith in God alive thru the trying years in the upper Skagit.

On October 9, 1933 this pioneer and his wife celebrated their golden wedding in their home—the first ever celebrated in the upper valley. Mrs. Martin passed away July 18, 1937. There were nine children born in the home. Their son, Fred, S. was director of agriculture for four years at Olympia. He also served in the legislature. There are at present twenty-one living grandchildren and nineteen great-grandchildren.

Mr. Martin is still living and will be 91 on August 25th. He makes his home with his son, Fred, Sr. in Vancouver, Wash.

ROLAND'S CABIN HAD COLORFUL HISTORY

Roland's Cabin, well known by miners, trappers and hunters in the upper Skagit for many years, got it's name from Tommy Rowland. Tommy came to the upper Skagit valley in 1885 and settled on the Skagit river above Big Beaver where he built a cabin and a barn. He took up a second place on the slopes of the mountain about a half mile from the river and built a log house and a barn beside a small meadow that at some time had been a lake. There he raised vegetables and a quantity of hay that he supplied to the prospectors and packers.

He was an eccentric man and announced himself as the "Prophet Elisha" and he named his place "New Jerusalem". At about the time of the gold rush at Granite Creek (1893-1894) when about 3,000 miners and prospectors found their way there, Rowland found gold enough to sustain the title of "mine" for his property holdings which he called the "Nip and Tuck" claims. His finish as a miner came when he got a tenderfoot to finance a deal to explore the creek beds with a diving outfit. He managed to get the man to purchase the outfit and have it packed in from Hamilton by John McMillan. All was fine until the tenderfoot found that the creek bed seldom had more than 18 inches of water in it.

Rowland was taken down river, adjudged insane and comitted to Stiellacom. He escaped and came back to New Jerusalem. Rumors of a rich mine that he alone knew of led a prospector to get Rowland down river by a ruse so that his claims could be investigated. The authorities were tipped off and Tommy spent the rest of his days at the hospital in Sedro-Woolley. Nothing was ever found of the rich minerals he was supposed to have found.

His cabin was taken over by the forest service and used as a guard station. The buildings are now destroyed and the site is covered by the waters of Ross Lake.

Rolland's Cabin The storied "New Jerusalem" of Tommy Rolland became a Forest Service guard station after he left. This photo was taken of a hunting party stopping at the cabin after a successful hunt in the upper Skagit area. From right to left the hunters are: Jack Robinson, aWlt Rohde, Heilser, Walter Anderson.

LIKE A PAGE OUT OF A HISTORY BOOK!

Stop In At This 70 Year-Old Log Cabin For
ROOMS and MEALS
REFRESHMENT OF ALL KINDS

Interior Newly Decorated–Remodeled

ERNIE GREENE, Proprietor

Log House Inn
Marblemount

Rockport Hotel
& TAVERN

Part of the history of Rockport is woven around this pioneer hotel. Built in 1901, it welcomed the first influx of tourists to the beautiful upper valley at the terminus of the railroad. The building still serve well fifty years later.

Our Fifieth Anniversary, Too!

GURNEY STAFFORD, Proprietor

Old Sauk Was Quite A Settlement In It's Most Prosperous Days

SAUK AND SAUK CITY DISAPPEAR OVER YEARS

Ghost towns are frequent in the desert mining country, but in the Skagit valley only one thriving community vanished completely from the map over the past fifty years. This was Sauk—a bustling little community at the junction of the Sauk and Skagit rivers. In 1884 a post office was established there and a town grew up around it—today you would be hard pressed to show a person where the town had been.

It was fire, the greatest enemy of the pioneers, that caused Sauk most of it's trouble. After the town had grown to a sizeable place for the first time, a fire in January of 1889 burned down all but the store of George Perrault. Some of the residences were rebuilt and the following November forty acres were platted into two lots and offered for sale. The big boom failed to develop but the Sauk Shingle Mill was started and soon the town had a fair population and was as busy as any town in the upper valley. Shingle bolts were piled higher than the surrounding buildings much of the time as the mill crew strove to cut them into shingles for loading on the railway that passed through the town.

In 1906 the town boasted of the Sauk Mercantile Co., two hotels, two saloons, a butcher shop, tailor shop, post office and the ever needed school. Harry Wainright ran one of the hotels, C. B. Mason had a confectionery store .

The town suffered with the fortunes of the mill for some years, then in 1924 the mill, store and several buildings burned to the ground. The store was rebuilt further down river (present McGovern Store), the river made inroads on the town site and finally the last person moved away, leaving only a few shacks which eventually disappeared.

Another similar town of a similar name "Sauk City" was started on the south bank of the Skagit and was reached by a ferry from old Sauk. This was in 1890 when Thomas Moody of Hamilton and J. W. Sutherland of Fairhaven bought 360 acres and began to build a city from the ground up. A sawmill was erected to furnish the lumber —homes and business houses were built. This was the landing for the river boats which unloaded supplies for the "tote road" up the Sauk river to the Monte Cristo mines. Al von Presentin had a hotel there, as did Bill Byers. There was a general store and the usual saloons. It was to be a big city when the railroad came in from Darrington way. It never came and in 1899 the town burned down and was never rebuilt. The changes in the river has since obliterated the site entirely.

In 1891 a promotion was under way to form a new county from the portion of Whatcom, Skagit and Snohomish, lying east of the Baker River. Sauk City was to be the county seat.

There are no more Sauk cities in the upper valley.

4th of July Picnic This rare photo shows a gathering of what was said to be every person in the upper valley. The occasion was the Fourth of July picnic at Old Sauk City on July 4th, 1910. The picture was taken by C .B. Mason, who was operating a confectionery store at Sauk at the time.

History of the Skagit Valley

(Continued)

Ruby Dam To Stop Floods

In 1922 it was proposed that a dam be built at Ruby Creek to stop further Skagit floods. H. P. Swain opened a dental office here. The Beatty Hotel on A street was totally destroyed by fire. It was built in 1915 by Thos Pennie. In February the McNeill-O'Hearn logging camp opened on the hill above town, the Model moved to the Cooper building, the first P. T. A. was organized. Wm. Meyers, 28 years a resident at Bear Creek, was found dead at his homestead there. I. B. Gates bought land in Crofoot addition for a home and farm.

Standard Oil Co. purchased land for their plant here, the Forest Service began a survey of the Baker Lake road, the gold rush hit Rockport, J. P. Brooks bought a farm at Grasmere, J. G. Webster sold his interest in the Concrete Herald to A. J. Collins. A gas car took over on the railroad run to Anacortes. July found another big celebration put on in Concrete, a new gym was started at Rockport, pavement to Hamilton was finished, John McMillan, Ruby Creek packer, died.

The valley again voted down the Union high school, a big fire at Birdsview damaged a million feet of timber. Mrs. T. A. Saltsman was killed while crossing the railroad trestle here. Davies & White purchased the Cooper bldg., Bill Cupples bought out the Robertson milk route. Nov. 18th the post office and drug store was the scene of a burglarly. The safe was blown open and $5,000 in cash taken. Albert von Pressentin passed away in Seattle, R. Rogenstroh, mill operator here since 1902, passed away also.

Contracts were let in December for the new theatre building and pool hall and for the Argerin bldg.

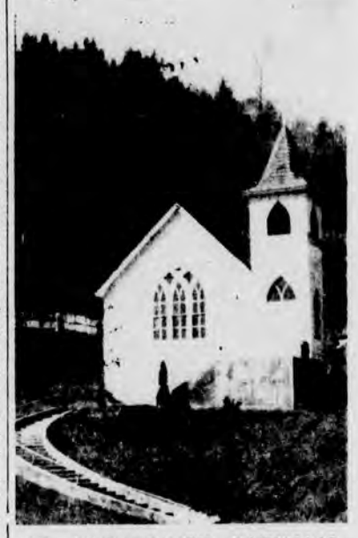
1923

In January of 1923 the Concrete ferry was put into commission with Commodore Jim Webster in charge. W. E. Whitney bought the City Market from Joe Just, cold weather and snow was the rule. Sunday delivery at the post office was discontinued in March, April found the Burpee hill road completed. Work was also started on the new Baker Lake road. At the annual 4th of July celebration Katie Smith was chosen queen in a hot contest. Bonds were approved for a new school gymnasium. Tod Morgan, a local boy, had just won the featherweight championship of the Pacific coast. By September the Baker Lake road was at Bear Creek when forest fires stopped progress. The high school had their first football team in 7 years with Brown Wiseman as coach. Van Horn dedicated their new gym Sept. 29th. Virgil Cantrell bought out H. C. Sly at the Van Horn store. Crofoot and Boynton opened a store across from the school in Concrete. Sam Thompson, Van Horn-Sauk pioneer of the 1880's, passed away. December was again noted for bad flood water in the Skagit.

Start Baker Dam

The next few years were busy ones for Concrete. January of 1924 found work started on the Baker River dam. Stone & Webster began

(Continued on page 7)

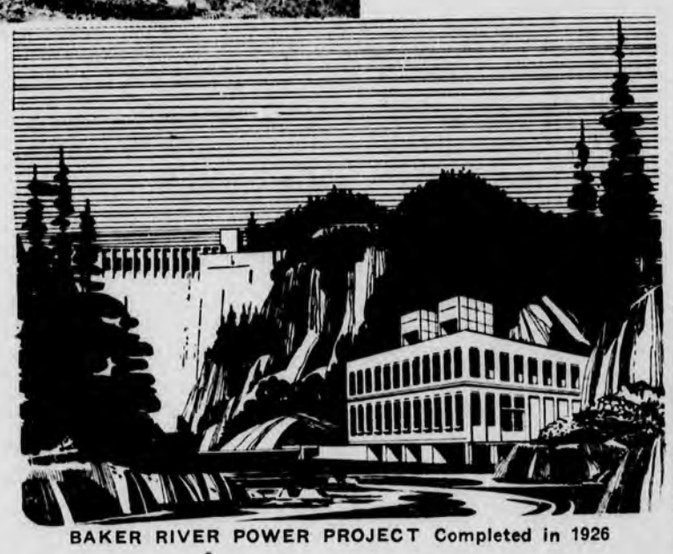


ST. CATHERINE'S CATHOLIC CHURCH, Concrete

The Catholic Church in Concrete was built in 1912 on this hillside location in Central Concrete. The church was redecorated completely inside and out about three years ago, at which time the cement steps were added and the hillside landscaped to make a very attractive setting for their place of worship.

Regular services are conducted here by the priest from the St. Marys' Catholic Church in Sedro-Woolley.

BAKER RIVER BRIDGE
Completed 1917



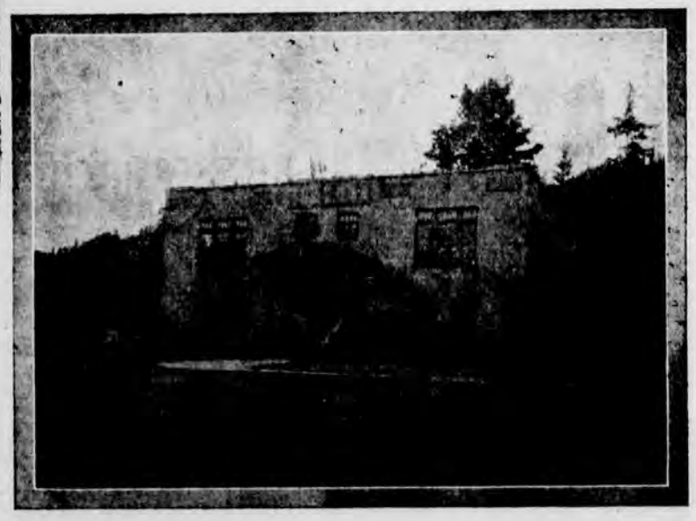
BAKER RIVER POWER PROJECT Completed in 1926

Community Building

Begins at Home

Concrete is the building material of the ages—a fact well known by local people, who build for permanence. Local Schools, bridges, dams, store buildings are proof of our product.

FIRST CONCRETE HIGH SCHOOL
Completed in 1924



Built Of Cement Produced by

Superior Portland Cement, Inc.

Concrete, Washington

Devil's Elbow Trail A notoriously bad spot in the trail to the Upper Skagit mining district, just above Newhalem. All pack trains had to negotiate this dangerous spot with their loads. Low clearance, a steep drop into the Skagit. This spot and other bits of the trail can still be seen from the City Light railroad to Diablo.

RUBY CREEK NAMED AFTER EARLY FIND

The stream on the upper Skagit now known as Ruby Creek got its name from two of the early prospectors in that area, Sutter and Rowley, who visited there in 1872. The two men were washing the gravel when Sutter recovered a nice ruby in his pan. The creek received it's name then and there.

Ruby creek has been the scene of much profitable mining and also had one of the most extensive plants operated in the upper Skagit mining rush. In 1906 some $300,000 was put into building a big camp which included a saw mill, bunk houses and cookhouse, office buildings, tool sheds, a four mile wooden flume and a complete hydraulic plant. The only thing wrong with the whole set-up was the fact that the mouth of the sluice, which had to receive the force of the water dashed against it, was not on bed rock and all particles of gold sank into the ground. The promoters got discouraged and quit, but it is said the watchman they left behind took some $3,000 worth of gold out of the place where the gold sank.

Later the camp became Ruby Creek Inn, finally fell into disrepair and is now covered by the waters of Ross Lake.

ROCKPORT POST OFFICE

The first Rockport post-office was in this building, the tailor shop of E. A. Morris. Mr. Morris is the portly gentleman on the porch. He lived a long and useful life in Rockport, died in his favorite chair in the front room of his shop in 1924 after 30 years in the upper valley.

PAUL VON PRESSENTIN WAS MARBLEMOUNT PIONEER MERCHANT

Baker Bulletin, Sept. 7, 1908 — Paul Von Pressentin, postmaster of Marblemount, who is a candidate for county commisioner from the third district, was in the city Monday. He was born in Manistee,, Michigan Feb. 11 1874, but came to Skagit County with his mother in February 1877 and has resided at Marblemount ever since. He is proprietor of the general store there and has been postmaster for eleven years at Marblemount, the leading fourth class post office in the county. He married Miss Bertha Kunde October 7, 1898 and is the father of four bright little girls, four, five, six, and seven years old. Paul's father, Charles Von Pressentin, is one of the picturesque and rugged landmarks for the upper Skagit country, coming to the Puget Sound country in the winter of 1875 - 76 and reaching the Skagit valley in January, 1876, at a time when the western part of the county was flooded from six to ten feet deep and when small steamboats were navigating the territory now famed as the world's greatest oat fields.

Charles Von Pressentin and three companions, Fred Ross, who settled at Hamilton, Benjamin von Pressentin who settled at Birdsview and Valentine Adams, built a sailboat at Seattle, getting the lumber from the old Yesler mill, and sailed up to the present site of LaConnor and then attempted to ascend the river in the boat. At Mount Vernon they found E. G. English and the late Harrison Clothier running a small logging camp while an old lady named Mrs. Shot conducted a sort of a primitive boarding house. But their most absorbing discovery was an immense jam of logs and driftwood that completely choked the Skagit river and extended from Mount Vernon a mile up the river. This jam was cut out by the war department in 1897, the year of the Ruby Creek gold excitement and when vessels first navigated the river east of Mount Vernon, these steamers included the Chehalis, Josephine and Fannie Lake, all from the Chehalis river. Von Pressentin located homestead on the wild, unsurveyed land at Marblemount, the present terminus of the Skagit County wagon road, and the land was not surveyed until several years later. His first crop of potatoes, which much to his Michigan surprise he was able to dig on Christmas day, 1876.

Mrs. Von Pressentin must have been a woman of rare heroic mold, for in February, 1877, she brought her three baby boys out into these wilds from the comforts of Manistee and followed her husband to the outermost edge of border civilization. These boys were Benjamin, age 5; Paul, age 3; and Otto, hardly one year old.

SAMUEL WAINRIGHT

Samuel Wainright was another pioneer of the upper valley. He was born in England and lived there until he was 25, learning the brickmasno's trade. In 1876 he was married to Miss Sarah Hunter of Birmingham. Two years later he emigrated to the United States and for a number of years followed mining in Illinois and Kansas. In 1887 he came to Washington, locating at Sauk, and was followed by his family a year later. He made his home by developing a farm from the wilderness and lived in the valley for 31 years. He passed away in March of 1918.

Shuksan Means Noisy Mountain

The name Shuksan is an Indian name meaning "Roaring Mountain", so named from the ice and snow avalanches on its slopes.

THE MIDGET Grocery

HORN and LEPO

On The Main Highway, West of Marblemount

* * * *

GROCERIES

DAIRY PRODUCTS

FRESH PRODUCE

Darigold Ice Cream

Confectionery and Soft Drinks

• • •

FOR A PICNIC SNACK OR A MONTH'S ORDER OF GROCERIES, STOP AT THE "MIDGET"—WE HAVE IT!

When Up-River

STOP FOR REFRESHMENTS AT

DeSilvia's TAVERN

(One Mile West Of Marblemount)

Pleasant Bar and Booths—Enjoyable Refreshments

RUTH and FRED DE SILVIA

CABINS and TRAILER COURT FACILITIES

Rockport Mercantile Co.

Pioneer store of the community, founded in 1900 by Al Von Pressentin and continued in the family since that time. Our service to our customers is still in the manner of the general store, but with modern methods. Groceries of all kinds, hardware, dry goods — plus the U. S. Post Office makes this store the shopping center of Rockport.

* * * *

Ed Pressentin

PHONE 258 ROCKPORT, WN.

Concrete's Hospital This was the private hospital of Dr. E. F. Mertz, built in East Concrete by the doctor in 1909, principally to accomodate the employees of the two cement plants here. Dr. Mertz came here about 1906 from the Seattle General Hospital. After using the building for many years as a hospital Dr. and Mrs. Mertz closed it and began rebuilding it into a palatial home. It was completed in 1929 as shown in the lower photo and is still one of the showplaces of the community. It is now owned by Mr. and Mrs. Chas. Dwelley.

BIRDSVIEW HATCHERY STARTED IN 1900

About the year 1900 a small hatchery was established on Grandy Creek at Birdsview as an auxiliary to the Baker Lake hatchery. Salmon eggs for the hatchery were obtained from both Grandy Creek and Phinney Creek. In 1911 extensive improvements and construction of buildings were made, including a new hatchery building, barn, and several residences, and the old hatchery building was made into a workshop. The office of the Baker Lake hatchery superintendent was then moved to the Birdsview hatchery since the field operations became enlarged and Birdsview was more accessible for mail and transportation, as well as being more centrally located since the hatcheries on Hood's Canal were also added to the field. After 1911 from time to time further improvements and construction of buildings were carried out as became necessary. However, by 1947 the run of salmon into Grandy Creek had declined greatly and the water of the creek during winter and early spring was muddy for such long periods that fish cultural work could not be carried out with maximum efficiency. Logging off of the creek watershed caused the changed condition in the creek. The long periods of muddy water in the creek during the winter months especially, appeared to be a factor in the decline in the numbers of salmon entering the creek and at times fingerling fish in the ponds could not be properly fed for several weeks at a time. Therefore further operation of the hatchery was not considred justifiable. Accordingly on July 1, 1947 the hatchery was closed and eventually was transferred to the State Game Department.

At the present time there remains only one federal fish hatchery still in operation in the Puget Sound area, that being at Quilcene on Hood's Canal. At present the Fish & Wildlife Service is concerned chiefly with the Columbia River and tributaries and with the Sacramento River in California in so far as fish cultural work is concerned.

The Concrete Eagles Lodge was organized June 8, 1906. In two years they had a membership of 130 and had purchased their own hall. It is oldest fraternal organization here.

Monrad's Store Carl Monrad is the oldest merchant in town in the point of years in continuous business. Before entering business in 1916 he worked in supervisory capacities at the Washington plant and Superior quarry. The grocery business, however, was his goal and he has proven his ability in building one of the town's most modern stores. This picture shows the store some years ago, before latest remodeling. In the photo are Ed Carlson, Axel Foss, Edgar Monrad, Carl Monrad, Alma Wagoner and Ethel Olson.

Birdsview Hotel The Bessemer Hotel was built in 1898 by Henry Thompson for James Elliott as a stopping place for river boat passengers on the Skagit. The building faced on the river about where the old Gee place is. River boats tied up at a landing in front of the building. The hotel featured the usual bar, where beer was cooled in a hole dug in the ground under the floor. Folks in the picture are Unknown lodger, Wm. Snoven, Mr. and Mrs. Elliott and daughter Mabel, Mrs. Snoven and Mrs. Henry Thompson and Janie. Kids on the balcony have not been identified. Dick Thompson's family stayed here upon landing at Birdsview in March, 1891, to join Mr. Thompson.

Skagit History

(Continued)

building their huge camp and by May had 300 men at work—in July it was 900. By October the pouring of cement had begun.

Headlines for the year found E. A. Morris, Rockport postmaster, dead after 36 years of useful life in that community; H. V. Davies and Chas. von Pressentin also passed away that year. The contract for a new high school building was let at a cost of $13,442.00. R. C. Reynolds took over the Cash & Carry Store. The theatre opened in its new building, Supt. Edwin Bolton arrived to open classes in the new high school. Two more miles of road were started on the Cascade highway, the school gym contract was let to O. Linne for $3,490. Paving of main street was started. A two-story hotel building was under construction by A. Stoneman.

The boom was beginning, Crofoot & Boyton built cabins of panel doors, all houses were filled. The Newhalem power plant started up when Pres. Coolidge pushed a button in White House. Jesse Middleton and Ben Milton opened a hardware store. Real excitement came with an I.W.W. strike which ended with martial law and the strikers taken out of town by armed deputies.

(Continued in next section)

A Story Of Sauk City Is Told By Dick Thompson

Richard Thompson tells a story of visiting Sauk City back in 1892 as a small boy. He and his father started from Birdsview to get a cow that a man had offered them on the Sauk river. They made their way by trail to Old Sauk, crossed the river on the ferry and spent the night in Billy Byer's hotel.

Before going to bed Dick had been down in the bar with the men and had kicked off his new shoes to warm his feet by the pot-bellied stove. He left them there to dry as he went to bed — and when he came down next morning some one had kicked them under the stove where they curled to a crisp.

He put them on and started up the Sauk for the cow, but had only gone a short way until the soles fell apart and left him barefoot the the rest of the way. Being a pioneer youngster, shoes were rather a luxury and it was not discomfort but the loss of his prized shoes that made him remember the incident.

Van Horn Service & Grocery

A handy place to stop and shop. Service for your car – – complete stock of groceries, meats and general merchandise for your approval. You'll enjoy the convenience and saving.

ATLAS TIRES and BATTERIES

HOURS 9:00 a. m. to 8:00 p. m. DAILY and SUNDAYS

ALBERT FRANK

CHEVRON OIL PRODUCTS **VAN HORN, WN.**

The Concrete Theatre

Art Gollofon

FROM SILENT FILMS TO THE LATEST SOUND AND COLOR—

Your Home-Town Theatre Has Brought You

THE GREATEST ENTERTAINMENT IN THE WORLD!

The Biggest Store East Of Skiyou!

CASCADE SUPPLY

One Half Block On Main Street

For The Logger--

McCULLOCH CHAIN SAWS—Parts and Service
ESCO RIGGING
SKOOKUM BLOCKS and RIGGING

Choker Hooks, Clevices, Wedges, Marlin Spikes, Chain, Axes, Fire Extinguishers, Socket Metal, Bolts, Tools of Every Kind

Tank Gas For Welding

A Treasure-House of Famous Brands—

General Electric Appliances

Monarch Ranges

Emerson Radios

General Electric Radios

Sherwin-Williams and Dutch Boy Paints

SPORTING GOODS—

Guns, Ammunition, Fishing Tackle, Knives, Axes, Pack Boards, Hunting Kits, Rubber Boats, Licenses Issued, Coleman Stoves and Lanterns, Campers Supplies, Thermos Bottles, Balls.

PLUMBING SUPPLIES—

Bathroom fixtures, Sinks, Towel racks, Pipe and fittings, Septic tanks, Soil pipe and fittings, Chrome faucets, etc., Sink traps, Valves, Water Systems

FOR THE HOUSEHOLD—

Ironing boards and covers, Kitchen stoves, Mops and brooms, Tubs, Garbage cans, Linoleum, Congo Wall, Utensils of all kinds, Pressure cookers, Dishes, Clocks, Bone China, Glassware

BUILDING SUPPLIES—

Cement, Window Glass, Insulation, Insulation Board, Plywood, Screen Doors, Doors and Windows, Roofing Paper, Paint and Wallpaper

TOYS—On Display Year Around

Wagons and Skates

COAL—By Sack or Car Load

Fiftieth Anniversary Edition, 1901-51

FIFTH SECTION —8 PAGES

The Concrete Herald

VOLUME FIFTY | CONCRETE, SKAGIT COUNTY, WASHINGTON | ANNIVERSARY EDITION

—Ebert-Kinsey Collection

SKID ROAD LOGGING Horses replaced the oxen because they were more easily handled and pulled faster. This is an average haul—one big log and a number of small one dogged on behind. The "skid-greaser" led the procession.

—Ebert-Kinsey Collection

SPOOL DONKEY One of the first types of donkey engines was the Spool-Yarding rig developed in 1897-8. The steam engine turned an up-right spool, around which the spool tender wrapped a few turns of cable to winch the big logs into position. The horse hauled the cable back to the woods for the next log.

—Ebert-Kinsey Collection

EIGHT-WHEEL WAGONS After the horse teams on the skid-roads came the wagon—a logical evolution where hard ground made it possible to build solid roads. This again stepped up the tempo of logging.

—Ebert-Kinsey Collection

BULL TEAM—1890's This priceless photo is said to have been taken of a logging crew working at Birdsview in 1892. Twelve oxen furnished the motive power to pull the big logs over the skid road to the river. Most important man on the job was the "Bull Puncher" who kept the oxen moving. His thoroughness and ability set the pace for the entire logging operation.

Skagit Valley Grew Up With Logging Industry

Logging, as one of our old-timers put it, is "gittin 'a tree to water." Over the centuries this primary objective has remained unchanged—only the method has been improved. As logging has been, and still is, one of the upper Skagit's biggest industries, the history of the valley has been closely tied in with the cutting of the enormous stand of fir and cedar that was found by the first explorers up the river.

It did not take the first settlers long to realize the wealth they had at their fingertips, so evolution of modern logging can easily be traced right here in our own communities. According to the records ,the earliest logging was done by cutting down the tree with an axe, rolling it with cant-hooks and handpikes to the nearest water, floating it to where it could be whipsawed or broad-axed into boards or timbers. In this area cedar was most plentiful, so early homes were built of the easily worked and neatly split wood. A cedar home could be built with half the labor of a log cabin. In a like manner, cedar was most in demand and took most of the attention of the first loggers.

The first major step in productive logging was made with the adaption of the skid-road and the bull team of oxen. The skid-road was merely a series of small logs places across the path where the logs were to be pulled. A team of 8 to 12 oxen were harnessed to the log, the "skids" greased and the team hauled the log millward. Horses later replaced the oxen, mainly because they could be maneuvered more handily, were faster and pulled better.

With the horse came the wheels. Eight wheeled wagons made the job faster yet where ground was hard enough for a roadway. Then in the early 1890's the first steam donkey arrived to provide the method still used for first handling of the logs in the woods. The first donkey was a steam engine geared to an upright spool around which the cable was coiled like a capstan to pull the logs into the desired position. A horse still had to stand by to haul the line back to the woods. Next came the horizontal drum, still with the horse as "haul back." The next inovation was a second drum so that the line could handled both ways. The donkey has now developed into a complex machine which can handle many lines and do almost any hauling or loading job required.

Another big step forward was the "high lead", which revolutionized the yarding problem. Some logger found that by placing the main lead cable on a high stump, the log came in better. Soon they had the lead on top of the highest tree. This required rigging skill and sailors were widely sought to handle this new line of work.

In the woods, however, the axe and the bucking saw comprised the only tools needed to get the trees ready for the complex operation of getting them to market.

Where water was not available as transportation the railroad was a natural conclusion. The hills and valleys became criss-crossed with railroad tracks. Switchbacks and low grades brought locomotives

(Continued on page 3)

Grave Marks Site Of Old Cemetery At Alder Creek

One of the oldest graveyards in the upper valley, on Alder Creek near the banks of the Skagit below Birdsview on the old road, still has one grave in a fair state of repair. It is an old-fashioned "grave-house", roofed over and fenced in with pickets. The grave marker reads "Nancy Adeline Qualls, aged 57. Died July 13, 1884". The grave is beneath a cedar tree and nearby is a very old lilac bush and several old fruit trees—a lovely seting at one time but now badly grown over.

Mrs. Qualls was a pioneer settler on the south side of the river. In later years when a flood threatened to take out the graveyard most of the graves were moved to Hamilton. The Qualls family were gone, so the one grave was left as it is.

Hart's Pass was named for Capt. Hart, who operated Bonita Mine in 1900 and built a narrow gauge road through the pass to his mine.

MT. BAKER ONCE HAD A SPANISH NAME

Mount Baker was known by the Indians as "Koma Kulshan" or "steep mountain." In 1790 a Spanish explorer named Manuel Quimper put it on his maps as La Montana del Carmelo—"The Great White Watcher." Then came Lt. Joseph Baker in 1892 and his report gave it his own name. The first ascent of the mountain by a white man was made in 1886 by E. T. Coleman.

According to scientists who have studied the mountain, there was a huge eruption in 1843, which broke out silumtaneously with Mt. St. Helen's, and covered the whole country with ashes. The Indians told of the Skagit being obstructed and all the fish dying. The country was one fire for miles around.

Wisps of steam still rise from the crater, tho no eruption has taken place for many years.

Mt. Baker is 10,750 high,, has 44 sq. miles of ice fields, 12 glaciers.

History of the Skagit Valley

(Continued)

Dam Brings Prosperity

Through 1925 the town of Concrete and the entire upper valley was enjoying the boom brought on by a population of 2,000 people within the city limits and many more living on the outskirts. The construction of the Baker dam was progressing rapidly, a contract was awarded to J. R. Wood for a bridge across the Sauk, Frank McGovern was named postmaster to replace the late Judge Wolfe, Joe Barta built a big dance hall at Bacon Creek, the Superior tram line was completed and Concrete's Moose Lodge No. 1379 was chartered with 125 members.

Concrete built a new city hall, Superior Mercantile erected a new warehouse, foxes were received for Gailey, Oliver and Monrads' Vogler Lake fur farm. In November the first power surged from the new Baker powerhouse.

1926

The year 1926 found the valley irked and excited over the closing of the Rock Cut road for new construction. A toll road was established through the House farm at a cost of 50c per car. It wasn't until July that the new road was open and free traffic could resume. 1926 was the year the Rockport Mercantile burned to the ground, the year they built the Grasmere gym, the Marblemount gym and the Lake Shannon shingle mill. The school field was leveled and drained, John Phebus, pioneer theatre owner, died and S. R. McGowan had to close his store. The town started to enforce a 9:00 curfew, a Women's Community club was organized.

1927

Prospects for 1927 zoomed when it was decided to build the new Baker dam 33 feet higher. Hugo Bauman started his career as our county commissioner, Bert Kauffman was on the U. of W. rowing squad, Jake Lorentzen left for California to play baseball with the Seattle Indians. The Cascade highway got a $150,000 appropriation, Baker Lake road was made part of the highway system and $45,000 made available for a gravel road to the lake. Crofoot and Boynton opened their Birdsview auto camp and store. The new Indian church at Grasmere was dedicated. The state voted $70,000 for a bridge at Marblemount, the road from the Rock Cut to Concrete was given a bit of straightening.

(Continued on page 2)

SKAGIT STEEL PIONEERED TRACTOR TO REPLACE THE LOCOMOTIVE

The step from horse to truck in logging was made in several stages. One of these was the tractor made by Skagit Steel to run on a track of poles, laid end to end. This was the small logger's locomotive, as well as a substitute for the horse. The resulting switch to a gasoline driven vehicle brought in the early day log trucks.

This was about the point where romance left the woods and cold mechanism and a smell of gasoline replaced the odor of harness— the live personalities of the horses.

—Ebert-Kinsey Collection

PIONEER CABIN Before 1900 the Skagit river homes looked pretty much like this. A small clearing on the river bank, a shake cabin and barn. Primitive—but cheap and a comfortable home to many a hard-working pioneer family.

History of the Skagit Valley

1928

This year was featured by the big explosion in September in which a ton of stumping powder blew up at the Martin Glitz ranch. Thirteen plate glass windows were shattered in town, Glitz was found 100 feet from the blast, dazed but still alive. The people of town were given a bad scare and it was the subject of conversation for years.

Other events of the year was the awarding of the bridge contract at Marblemount for $97,669, completion of the Baker lake road to the Whatcom county line.

Diablo Dam Started

January of 1929 found foundations for Diablo dam to the level of bed rock, John Eden, president of SPC, Inc. died in Seattle, bids were opened on the first stretch of forest road toward Baker Lake, the new small-sized paper currency was put into use, the Rockport virgin timber was set aside for state park, Edward Aldridge, one of Baker's first merchants, died. In August Gov. Hartley dedicated the new Marblemount bridge, the new Sound Timber Co. camp opened at Rockport, Chuck Dwelley took over the Concrete Herald, a blast at the Superior quarry killed Fred Baker and injured six others, Ben Solomon lengthened his stage run to Rockport, Jim Owen, town marshal for eight years, died in Seattle.

1930

The first "talkie", was shown at the Concrete Theatre, Shell Oil Co. built their storage plant here, Union built a station on Main St., a bond issue was voted for a new addition to the high school, the Concrete Herald moved into a new building, water was turned into new Diablo dam, another 3 miles of Cascade highway was contracted, the school purchased lots for enlarging the play field.

1931

January 16th the first rural mail delivery began at Concrete,, the new Faber road contract was let, the State Bank was robbed in a daring daylight hold-up with a loss of $4,500. Rev. Pedersen resigned as pastor here. 24 graduates made the 1931 high school class the largest in history.

At Rockport the women raised funds to install 4 street lights. Our town baseball team won the Skagit county championship.

1932

In January the Rockport timber tract was set aside for a state park, the Concrete Hotel was opened by Bud Thompson. More money was allotted to the Baker Lake road, Magnus Miller died, hunger marchers stormed the court house, the county floated bonds for relief work, D. D. Dillard was killed in an auto accident at the Rock Cut. C. D. Stickley died. A landslide demolished three homes in East Concrete, no one hurt.

1933

This year the depression really hit the valley. Great Northern closed their Rockport depot and cut train service to two trips a week. Banks were closed for a holiday to stop rushes on them. Beer became legal to keep folks amused, C. C. C. camps kept youngsters busy, N. R. A., local merchants tried a "Guest Day' to stimuplate business. Work started on the Birdsview-Hamilton cut-off, local welfare board started clothing drive, relief slips. Civil works projects employed 700 men.

1934

Concrete's Volunteer Fire Dept. was organized to start the year. The CWA airport was approved, then dropped locally. The work shortage eased up with the start-

(Continued on page 4)

Airplane Flight Thrilled 4th Of July Crowd in 1911

Back in 1911-12 the town of Concrete had a group of enthusiastic boosters who never failed to put on a 4th of July celebration that was a big drawing card for the whole county. Among their attractions was one of the county's first airplane flights.

This plane was a pusher-type affair of wires and cloth in which the pilot sat in the open on a few bits of pipe. He was hired at a cost of around $1,000 to make two trips over the town. He put his machine together in East Concrete and took off in front of the present Gregory home. The first flight was short and uneventful, but on the second take-off one of the plane's bicycle wheels broke and the tire dangled on the axle all durin gthe ride. All expected a crash upon landing, but the pilot was equal to the occasion and set it down without a bump.

Another time the committee built an outdoor dance hall about where the State Bank is now. Hundreds of dollars were raised to build the dance floor for the two-day celebration—then it rained both days. Canvas was spread above the floor and the dancers enjoyed themselves in spite of the rain.

Special trains came all the way from Anacortes to attend the local holidays. Eleven saloons helped the visitors pass their time between exhibition events.

—Ebert-Kinsey Collection

1906 LOGGING CREW Here logging was in full mechanical swing—a donkey, locomotive and spar tree. Still the horse for the haul-back and a big crew of fallers, buckers and loaders were required to furnish the man-power.

Bradsberry Logging Company

Sedro-Woolley, Washington

Incorporated 1902

200 Million Board Feet Of Timber In Past Ten Years--

ONE OF THE LARGEST LOGGING OPERATIONS

IN THE UPPER SKAGIT VALLEY—

BRINGING A BIG PAYROLL FROM SOUND OPERATING PRACTICES

Selective Logging Co.

Rockport, Washington

Lyle Stow Roger Healy

—Ebert-Kinsey Collection

TRUCK LOGGING A big step up for the small logger. No railroad to build—just a plank road and a log trestle and the hard-tire trucks managed somehow to get the log out of the woods.

MILL STONES MADE FOR BAKER LAKE GRAIN

If you stop at the Koma Kulshan Ranger Station on the Baker Lake road you will find, leaning against a tree, a wheel-like stone with the inscription "Isaac Koskinen 1896." There is a story about this stone and there is even another one like it (but unfinished) in the woods near the old Eagletrout homestead on the Baker river. They were mill stones, cut to be used in grinding flour. The finished stone is 52 inches in diameter and is 21 inches thick, has an 11½ inch hole in the center. It weighs over a ton.

The stones were cut from granite with home-made tools by Isaac Koski, as he was then known, a Finlander who with John Ruthe, homestead at Baker Lake in 1891. The land there looked suitable for growing wheat and it was Koski's idea that he would build a flour mill to save that long pack from Hamilton, the nearest town.

Koskinen was a blacksmith and coppersmith and quite inventive. He cut the first stone and started on the second before he found that his land was not suited for wheat raising. By then, too the government had taken the land as a forest reserve, ending further settling. He abandoned the stones and his project, left for Alaska and the gold rush. The stones were located after some years by Walt Thornton, Baker ranger, and when a logging road was built near them, he had the finished stone hauled to the ranger station for display.

Will Leach

Will Leach began prospecting in the Skagit Valey in 1884, spending his time on Ruby Creek and on the Cascade river. His cabins on the Cascade were a short distance down the North Fork from Gilbert Camp, established by Gilbert Landre. The Leach place was made famous in 1897 when Gifford Pinchot, Chief Forester from Washington, D. C. and his party stopped overnight on an inspection trip through the newly-formed Forest reserves.

Eagles Had Bad Time

Concrete Herald, Jan. 28, 1922—Baker Aerie No. 144 of the Eagles had a jinx last year—nearly everything went wrong. During the year all this happened: 1. Contracted for a new home, building condemned and upper story forbidden; 2. Contractor in charge of completing hall died in accident; 3. Started a bazaar, band master died and it was called off; 4. Lyceum company date cancelled by floods, all tickets had to be redeemed. Luck—all bad.

Skagit Logging Made History

(Continued)

and flat cars to the top of the mountains—it took thousands of dollars to build the bridges and lay the tracks, but it paid off with big dividends. Now a whole mountain could be logged from a single line of track.

When the big areas began to become depleted, logging went back a bit and smaller operators sought to cash in on untouched areas too small or unhandy for the larger operations. Skagit Steel showed the way with a tractor with spool-like wheels which would run on a double track of logs. This eliminated the expensive "locy" and the steel rails. Shortly afterward some logger tried out hauling a log on a truck road made of plank. It was ideal for the small operation—and was relatively cheap. A short bit of road, a lot of trips—but cash in the bank for the guy who wanted to get out on his own.

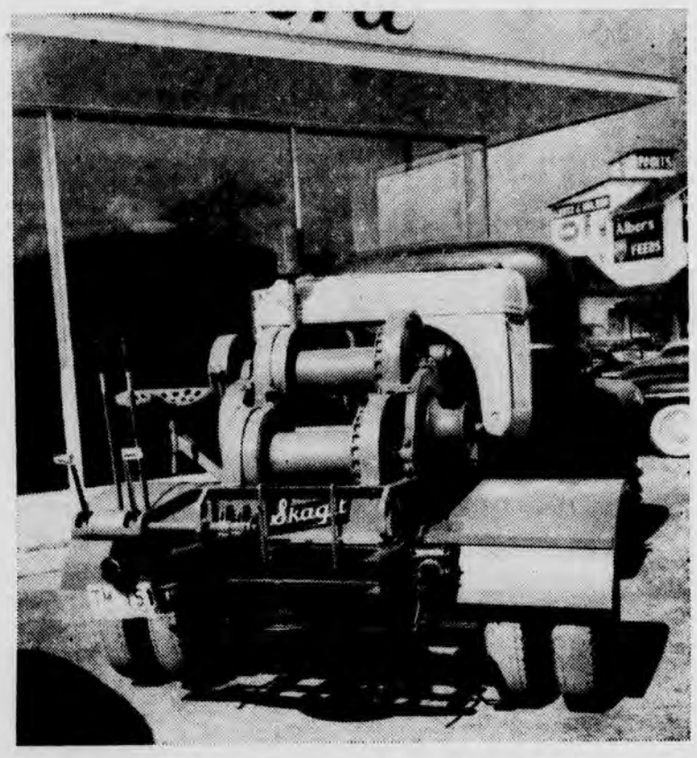
The rest of the story you all know. Trucks are now bigger than the first locomotives and can get into places where no locomotive can climb. They are fast and efficient for the short term operations now in vogue. The railroad is still king for the long haul to the mills, but from the woods to the loading dump it's all truck.

Its a far cry from the "bull-team" and the whiskered loggers of the early day camps to the modern machinery and the men who live at home and ride to their power-saw jobs in the hills, but it has been a history-making evolution for the Skagit valley. New developments and replanting, together with the idea of selective logging of only trees that are mature will extend logging as an industry into practically a perpetual industry here.

1921 Flood Story

Concrete Herald, Dec. 17, 1921—After being on its good behavior for four years, the Skagit went on a rampage again Monday and when the flood reached its crest at midnight Monday it was found that the highest mark in history of Concrete had been reached. About three o'clock in the afternoon it went over the banks in Crofoot addition, only three homes remaining above the high water mark. At Sauk the water was six feet deep in the store.

The *Skagit* Hoist



Three Models In Stock—GU 10; GU 8 and GU 5
Powered by Ford Industrial Engines

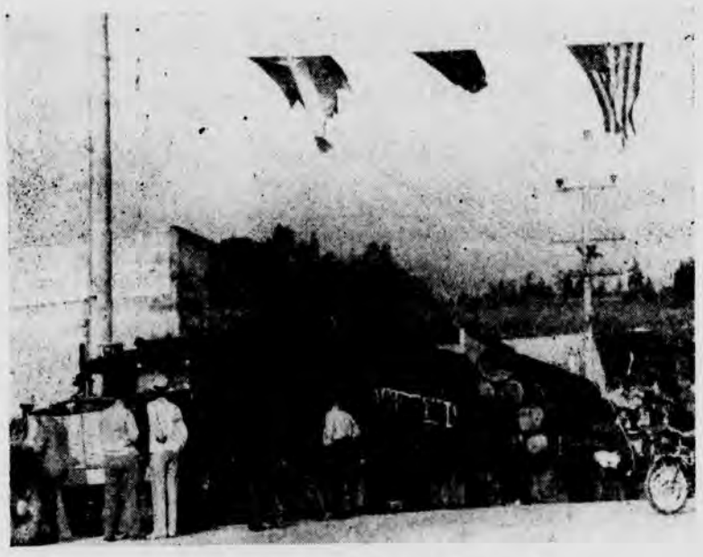
Sold and Serviced By

BERGLUND MOTORS, Inc.

YOUR LOCAL FORD DEALER

Sedro-Woolley, Washington

One of The Big Industries of The Community . . .



Cascade Days Load

LOGGING THE LAKE SHANNON TIMBER STANDS NORTH OF CONCRETE

* * * *

Shingle Mill Operation and Camp On Lake Shannon

THUNDER CREEK LOGGING CO.

Main Office: 838 Highway 99, North Everett, Washington

—Ebert-Kinsey Collection

MODERN TRUCK ROAD The modern way to take out logs is over a truck road such as this one in the Grandy Lake logging area just a few years ago. Steep grade means little to the powerful trucks now used.

History of the Skagit Valley

(Continued)

ing of the shingle mill and the cement plant. The first liquor agency was opened in the hotel. Birdsview was placed on the rural route and the post office closed. The dry kiln at Lake Shannon mill burned but the new firemen saved the mill. Concretes' high school football team won the county title—unscored upon.

1935

This was the year that Ben Solomon started hauling school kids, when the Royal Bakery put in the first bread slicing machine and when the Skagit Valley Rural Telephone Co. bought out Glover and Wheelock. Superior landed the big Grand Coulee contract, Ruby Dam was given the go-ahead sign. The Grasmere school closed after a fight of many years to consolidate them with Concrete.

1936

In 1936 Leroy Reynolds became new postmaster, Gordy McGovern built his new garage, the first Cascade Days celebration was held with Laura D'Amico as queen. Concrete had an assessed valuation of $573,373.

1937

Things moved—the post office moved from the drug store to the bank building, the valley road was put on the state highway system. The Department Store bought the Argerin building, the bakery put in a new oven, Marvel Morgan opened the drug store and Bert Ward started a grocery in the IOOF building. Superior got a big contract from Ruby Dam.

—And here, dear reader, we close our resume of the history of the Skagit valley, as further history is to be carried weekly in our "15 Years Ago Column" from now on. It has been our only regret that all the interesting items in our notes could not have been written in detail, but space was limited. We hope the review of the years has been interesting and entertaining.

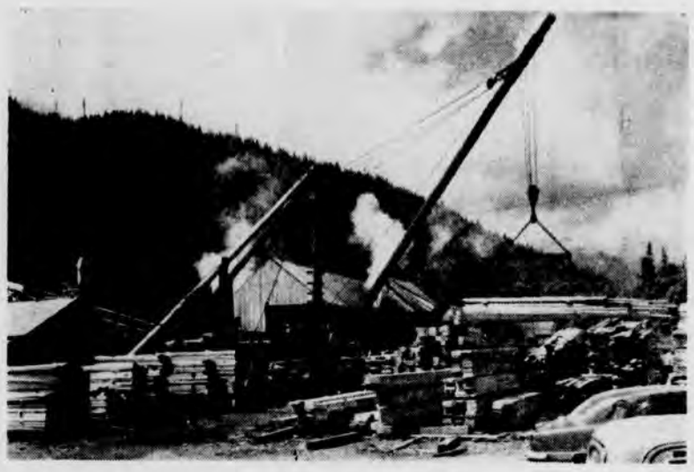
Town Had Real Safe Blowers

Concrete Herald, Nov. 18, 1922—Expert safe crackers paid this city an unexpected visit some time between midnight Thursday night and daylight yesterday morning and made off with the biggest haul ever made by robbers in this city. The place visited was the Concrete Drug Co. and the Post Office. The total loss was estimated at about $5,000. The first indication of the robbery was found by Mearns Gates who opened the store in the morning and found the combination of the safe lying on the floor. Blood stains on the floor of the vault indicate that one of the robbers injured himself in breaking open the vault door. The sound of the explosion of blowing the safe was muffled by placing old coats over the door. A small bottle about half-full of amber colored liquid, believed to be nitro-glycerin, was left in the vault.. The combination of the vault was pried off with a hatchet, the door blown open.

LAMB DEFEATS PAPPAS IN FAST WRESTLING MATCH

Concrete Herald—Jan 6, 1923—In one o fthe prettiest wrestling matches ever pulled off in the city, James Lamb was returned the victor over Gust Pappas of Portland at the Concrete Theatre last night.

Lamb won the first fall in 10 minutes and 30 seconds with an arm scissors hold, after wriggling out of several tight places. The second fall went to Pappas after 14 minutes of wrestling, winning the fall on a wrist-lock. This is the first time that Lamb has ever lost a fall, according to fans who have checked his record. The third fall was over before the spectators realized it had started. Lamb secured a bar-chancery hold as he clinched with Pappas and had the fall won when the hit the mat, Pappas neck being twisted in the fall but not seriously. Lamb said it was one the hardest matches of his career. out of severa ltight places. The



Baker Lake Lumber Company

MILL ON BURPEE HILL,
CONCRETE

ART HANSEN, Owner

Hand Split Cedar Shakes and Lumber

A newly popular building material is the rustic cedar style of Shakes for roofing and siding, and attractive hand-split lumber for other decorative building uses.

Providing Steady Payrolls
For Skagit Valley Workers, Both In
The Woods and In Our Mill

LEVAQUE COMPANY
Inc.
CONCRETE

Your Pioneer Motor Freight Line

Started many years ago by the McGovern Bros. this line was the first regular motor freight service to the upper valley. Under new management we still give the same friendly, personal attention to your shipping needs.

The Easiest and Best Way
TO SHIP OR RECEIVE YOUR FREIGHT

Concrete Motor Freight
"Serving Skagit Valley Communities"
910 Fulton St. Mount Vernon

New G. N. Deisel One of the big new 2-cycle deisel-electric locomotives pulls into the Concrete Depot. The 16-cylinder engine develops 1,500 horse power.

Great Northern Railway Has Been "Empire Builder" In Skagit Valley, Too

The upper Skagit valley was not unlike the rest of the west when it came to progress. It remained for a puffing steam engine and a string of cars to bring a permanence to the gains that had been made by pioneers in canoes, on horseback and on foot.

The railroad was rather slow in coming up the valley, mainly because in the 1880's there were no less than three companies trying to promote railroads through this area and the resulting boom from so much promotion got way ahead of the actual laying of the rails.

It remained for the Seattle & Northern company to build the first railroad up valley. This company was incorporated in Seattle in 1888 to build a railway from Seattle to Canada with branches west to Anacortes, east to Sauk, then up the Sauk and Suiattle over Suiattle Pass to eastern Washington and Spokane. They started work in June 1889 and by August had twenty miles of road from Ship Harbor (Whidbey) to the Skagit valley. Capt. F. Hill was the builder and he brought the rails into Anacortes and then to Sedro-Woolley.

In 1890 the company had rails six miles west of Hamilton when disaster struck. The Oregon Improement Co., contractors on the job, went broke and had to quit. The dismay of the upper valley was loud and dismal. Finally in January of 1891 the work was started again and two months later first trains were running from Hamilton.

On December, 24, 1889 the Fairhaven & Southern line came into Sedro-Woolley from the south. About this time Great Northern began to loom big on the railroad horizon here and they purchased this line in 1890, taking formal possession Feb. 20, 1891. They completed the track from Seattle to Vancouver in November of 1891 and on November 27th the Seattle Chamber of Commerce sponsored a train of nine decorated coaches to make the initial trip. Music by the 1st Regimental Band of Seattle set the tempo. Judge J. F. Ronald of Seattle spoke at Mount Vernon, lauding Great Northern's latest achievment as "an important branch of one of the greatest railroads in the nation".

Great Northern went on from there to complete their trans-continental link. On January 6, 1893 the last spike was driven on the Stevens Pass line and the road was through to Everett.

Up-valley the Seattle and Northern was having it's troubles. The floods of 1892-93 washed out the tracks at Hamilton and Sedro-Woolley, the train overturned and Ed Cole, fireman was killed. After a few years of operation the Seattle and Northern made plans to extend the rails to Baker. In 1898 the Great Northern completed negotiations to purchase the line and the larger company went ahead with the plans, building the first stretch from Hamilton to Mountview (Sauk and a second bit into Rockport. The railroad came into Baker in 1901, was extended to Rockport the same year.

With the coming of the railroad the entire valley began to expand and prosper. The railroad meant easy transportation and there were at least two trains a day for coach fares, as well as growing freight traffic. All supplies came in by rail all logs, shingles, and cement went out. With the building of the Washington cement plant here, the first stops of the train were made in that section of town—by-passing Baker completely. When the town was incorporated the demand for a stop in Concrete grew intense and finally the Town of Concrete rated a depot. It was opened in November of 1908 with C. R. Franklin as agent.

Cement shipments from the Washington plant began in 1906, those from the Superior plant in August of 1908. By 1912 the local depot was second only to Bellingham in freight handled, the average running $43,000 a month. By 1920 they had passed the half-million mark for the year. New records were set every month with Superior topping the list in 1921 with 70 cars loaded and shipped in one day.

The depot, besides being a busy industrial asset, was also the social center of the town. "Meeting the train" was the favorite pastime of everyone in town. Special trains were hired for 4th of July events of trips to other communities in similar celebrations. All dignitaries were welcomed at the depot, all departing young people were given appropriate send-offs. It was a matter of nostalgic regret when the automobile gradually forced the passenger coach off the line. It was a matter of years, during which the "Galloping Goose"—gasoline driven coach—reigned for a time with it's identifying whistle, then the coach on the freight train, finally the decision to drop all passenger service.

A lot of folks can still remember Mr. Stickley stalking down the aisle of the local theatre about train time with the warning, "All out for the Rockport train". And the Rockport folks would have to get up before the end of the show and head for the depot.

While passenger service dwindled off, the freight line has been growing year by year. Building of the City Light project, increased logging, new mills, more cement have boomed the work of the crews here. A check of receipts for the last year show that Concrete is still well up with the top stations with a total of almost $2 million dollars business from this depot alone. The records show such items as 4,377 cars of logs, 2008 cars of cement, 520 cars of other forest products—a total of 11,282 cars handled during the year.

This past year the line replaced the steam locomotives with handsome new streamlined deisels, that are now handling the work quicker, easier, and with much satisfaction to the folks near the tracks who were used to earth shaking rumbling and noise.

In the lower valley passenger service between Vancouver and Seattle has taken a big jump with the inception of the new Streamliners. Fast service is comfortable ultra-modern coaches that ride like your own easy chair, is wining back a large clientele—even making it more convenient and cheaper than driving by automobile. Stops of the new train are made at Mount Vernon for this county.

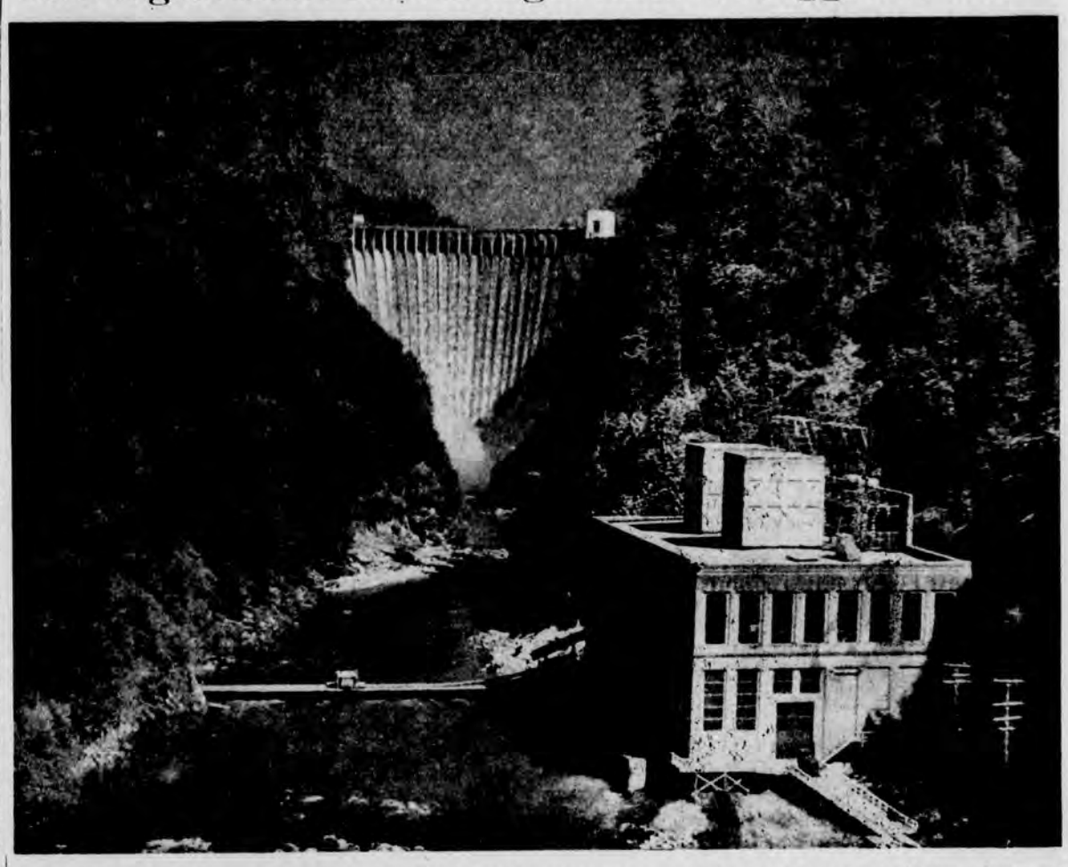
Depot agents, almost to a man, have been prominent citizens in the town. Best known and longest to reside here were Joe Belfrey, Archie Griffith, Otto Treichler, Bob Howard and the present Ed Hamm. Many youngsters have also broken in on the local desk to go out to other Great Northern jobs.

Yes the railroad has contributed a whole lot to the upper valley and is still doing a marvelous job of moving the vast variety of products to market. It has a big job awaiting in the future.

O'Toole Creek was named for Captain O'Toole who took up a homestead and mining claim at the mouth of the creek in 1888.

LIVERY STABLE The livery stable was once as necessary as the modern garage and one of the busiest in Concrete was the Perry Thosath Stable located on a now vanished street which extended south from Main street in the vicinity of the present lumber yard.

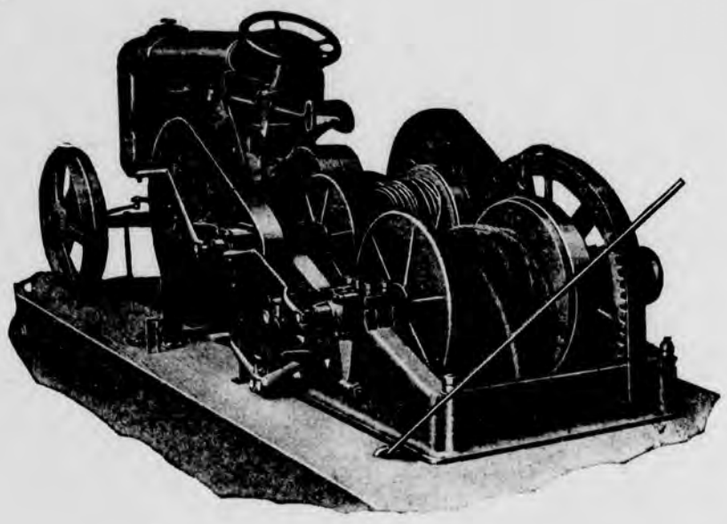
Building Of Baker Dam Brought Concrete Biggest Boom



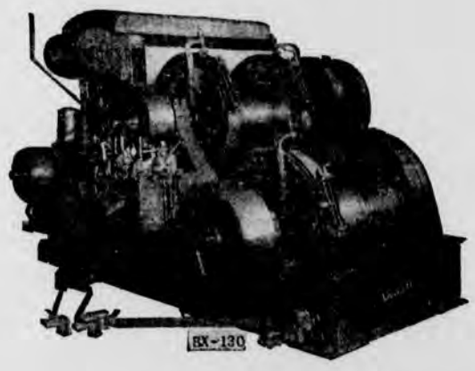
Baker River Power Project Building of this power propect brought Concrete it biggest boom of prosperity. Engineering work for the dam began in December of 1923, actual construction started April 1924, after which the building was completed in 19 months. After original plans were completed, additional height was added to the dam in another construction job that prolonged the project into 1926. First power from the generators was produced in November of 1925. The dam and power house was built by Stone & Webster for Puget Sound Power & Light Co.

Congratulations From Skagit On Your Golden Anniversary

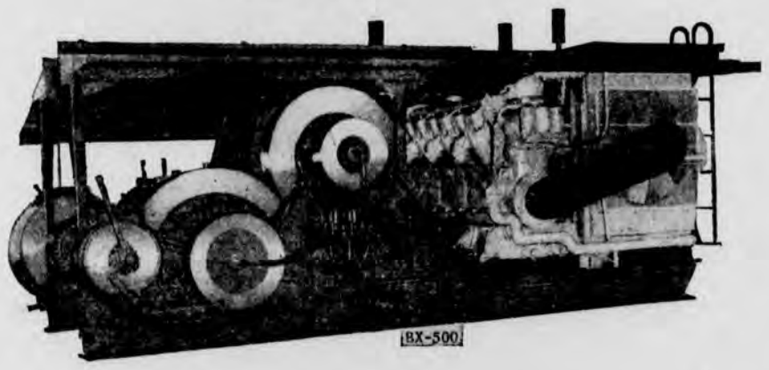
SKAGIT STEEL & IRON WORKS MAC GASOLINE DRIVEN EQUIPMENT



Illustrated is one of the first Skagit MAC Logging Hoists still in operation . . . one of many "Little Tuggers" which are continuing to pay dividends after more than a quarter of a century of service to the logging industry.



SKAGIT STEEL & IRON WORKS has served the logger and other industries for 50 years. Its leadership in the design and manufacture of gasoline and deisel yarders and loaders is thoroughly established and recognized. Every Skagit is engineered and built to maintain that reputation. Skagit equipment includes the world's most complete line of stationary and mobile logging units as well as industrial hoists for every purpose.



Illustrated are Models BX-130 and BX-500 Air Controlled Yarders . . . two of more than 30 sizes and types comprising Skagit's Complete Line of Logging Yarders and Loaders . . . each with optional drum arrangements and power units to meet the varied requirements of every logger.

For Complete Information Consult Your Skagit Distributor.

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SKAGIT STEEL & IRON WORKS SEDRO-WOOLLEY, WASHINGTON U. S. A

WYMAN STORE This imposing store building stood on the river bank at Birdsview, next to the Bessemer Hotel. Mr. Wyman is the man in vest standing in the doorway surrounded by his customers. Mr. Wyman later moved his business to Hamilton and operated there for a number of years.

Famous Mink Farm Operated at Marblemount

As diverse as the upper Skagit valley is in it's industries, it remained for the Marblemount Fur Farm, operated by Orville and Ed Witham to add another interesting facet to the picture. They have a mink-raising operation that is second to none on the continent.

This is a large statement, but the proof is in the fact that mink from their Marblemount ranch have won top prizes in every show in which they have displayed—and they have also swept several shows of all awards in their type of fur.

They are now specializing in the Silver Blu and Aleution Blue mink—beautiful blue-grey furs that are the current rage with completed coats running into thosands of dollars. The Withams are also raising what is known as a Sapphire Blu and expect to have them on the market next year. Their best pair took grand champion sweepstakes at the British Columbia fur show.

Witham started working with wild mink in 1920. Since that time his interest and subsequent knowledge of handling the little animals has been developed into a large-scale business. The fur farm requires its own cold storage plant to store horse meat, fish, etc. fed to the mink. Separate cages are required for each animal and the housing problem is one of their worst headaches—especially around the time when they take the young "kits" from their mothers.

Now nationally known, the Witham Fur Farm takes a solid place as an "industry" of the valley.

Wagons Pulled Up Burpee Hill By Mechanical Winch

If you think the Burpee Hill road is steep now, you should have been around some years ago when the only road to Grandy Lake and the upper flat was from Hamilton. To avoid the long haul someone got the idea of pulling wagons to the top of the hill with a winch. The old road went up the canyon back of the present Cupples ranch as far as practical, then at that point a cable was attached to the wagon from the winch at the top of the hill—and up it went.

Present Burpee hill road was a local boosters project. Business men of Concrete paid for survey and used their findings to persuade the county to build the road.

Water Power From Baker Was Much Too Powerful

One of the early day "busts" in Concrete was an attempt to use the Baker river as power for the Washington Cement plant. A wooden flume was built through the Baker canyon and for miles up the river where an earth dam was installed to divert the water into the flume.

The flume itself was a marvelous piece of carpentry, wide enough for two horses to run abreast and deep enough to hold a sizeable river. The only trouble was that the earth dam would not hold against flood waters and the flume had to be abandoned. It stood for many years until it was gradually torn down by folks who needed some of its fine lumber.

The "pig" was the logger's name for a followed out log that was dragged over the skidroads behind the main log, or used on the return trip as a means of transportation for the workers, who sat in it as in a canoe.

Anderson Creek, on the Baker. was named for Michael Anderson, who represented this district in the first legislature. He settled at Lake Whatcom in 1884.

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DIABLO DAM POURS OVERFLOW THROUGH FAMOUS DIABLO GORGE OF GOLD-RUSH DAYS

City Light Projects Harness Powerful Skagit River After Long, Hard Struggle

It was over 70 years ago that the first white man battled his way into the fearful Skagit river canyons above Marblemount. They were hunting for gold then, but overlooked a wealth far greater than any metal in the many power sites along the upper reaches of the river. But the country became known and in 1907 engineers made a trip through the same rugged canyons, this time with transit and level as they mapped out eleven miles of the deepest gorges and made plans for the building of a hydro-electric plant larger at that time than any in the world.

By 1919 the project was ready to go and workmen swarmed into the upper country to clear the site for Newhalem and the Gorge Dam, first step in the plan. The Gorge plant, with a capacity of 60,000 kilowatts, was completed in 1924 and the generators were started with great ceremony—President Calvin Coolidge pushing a button in the White House to start them turning.

From then on the project has been in continuous construction. Diablo Dam, 7 and a half miles up from the Gorge Plant, was completed in 1930. It was built in Diablo Canyon, a gorge of solid granite with vertical walls rising 160 feet from the river bed, yet were less than 100 feet apart. The lake formed by Diablo Dam is five miles long. Waters from the dam operate two main generators with a capacity of 64,500kw each, and two smaller units of 1,500 each.

The third step in the plan was Ross Dam, built near Ruby Creek and originally called Ruby Dam. At the death of J. D. Ross, whose dream made the dams possible, his name was given to the latest and largest of them all.

Ross Dam was started in 1937, the first step completed in 1940. The second step began almost immediately and the dam is now 545 feet high and has formed a lake 24 miles long. The water from the dam will eventually flow through new Ross powerhouse, now under construction to add another 360,000 kw to the capacity of the Seattle project. The first power is expected to be produced in 1953 when two generators will be installed and operating.

Just in the past few weeks an additional 60,000 kw of power was added with the installation of another generator at the Gorge power plant.

City Light is one of the oldest publicly owned utilities in the United States and is next to the largest—Los Angeles exceeding in size only. In addition to providing millions of dollars in payroll for the upper valley, besides the great traffic in cement, supplies and machinery that must come through the valley to reach the dams, City Light also created an unusual recreation area by opening their Newhalem camp to tours, which brought visitors from all parts of the world to spend a supervised week end seeing all the wonders of the upper Skagit. The tours had to be discontinued when accomodations were needed for construction workers on the later projects, but may be resumed again when present construction is completed.

Once only reached by train from Rockport, motorists now can drive over a good road all the way to Newhalem. Regular trains make it possible to visit Diablo Dam, from where a schedule of boats provide transportation up the lake to Ross Dam.

Falls Creek, on the Sauk river, was so named because of the falls just before it enters the Sauk. The indian name was "Cheet Aligvas" which means "Close Throbbing Heart" referring to the falls near the river.

The first local school was built near the Baker river in 1891.

Forest Service History

(Continued from last page)

Sulphur Creek,1923; Wheel Mountain in 1924; Bacon Creek ridge in 1925; Hannegan in 1925; Bacon Creek in 1926; Big Beaver in 1926 and North Fork Cascade in 1928. The largest was the Big Beaver fire which covered 40,000 acres.

Early fire watching was done from lookouts on the high peaks about the valley. In later years the use of the airplane has made a lot of these stations unnecessary. Radio has stepped up communication until forest guards can be contacted instantly wherever they may be. Fire crews have their supplies dropped by plane instead of having them brought in slowly and painfully by backpacking or pack train as in the early days.

The forest service is now as modernized as an army unit, but is still manned by the same type of hard-working, he-men that made and kept the Mount Baker forest our greatest asset.

Boulder Creek, near Baker Lake was named by Joe Morovitz, who homestead nearby. He named it for the number of boulders in the ford where his trail crossed.

Boyd Creek, across from Birdsview, was named after Alec Boyd who homesteaded near its mouth in 1886.

Lake Wiseman, located in the hills in the Nooksack district, was named for Mrs. Wiseman, pioneer of the Minkler Lake country.

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IT WAS SOON AFTER the establishment of the Concrete Herald that the people of Seattle voted Seattle City Light into existence.

In the course of successful operation and rapid expansion, the Skagit Project rights were acquired from the federal government and development of the now famous hydroelectric project was begun in the year 1919 with construction of the 64,000 kw Gorge Powerplant.

The next unit of the great project—Diablo—was completed in 1937.

Construction of the largest unit—Ross Dam—was begun the same year and completed to its present height of 540 feet in 1949.

This month work will be completed on the Gorge addition which will increase the plant's capacity to 100,000 kw. Work is also being rushed on Ross Powerhouse which will have 270,000 kw installed by 1953 and 360,000 kw ultimately.

The people of Concrete, like the people of Seattle, have and will continue to enjoy a great personal pride from this Seattle City Light development, which has been of such great service to city, state and nation.

Seattle City Light

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