

The Concrete Herald

At CONCRETE 98237 SKAGIT COUNTY, WASHINGTON

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Others

the Duster

The Over-time Editor

IS HERE! Undisputed evidence is piling up all in spite of the date on calendar. Pussy-willows are on the trees are beginning to pop, bulbs underground are pushing up the green spears, are shedding their winter and coming down with colds. Birds are also joining the propaganda with noisy choruses. The first robin spotted checking out the possible invasion. Some ducks failed to go south winter. And if all this isn't at this is spring, ask your spite of a calm appraisal situation over the weekend decision not to be hasty clean away the leaves back yard where there are flowers—we spent uncovering everything. intuition ignores a calculation it was a man's idea to

TIME never seems to arn a person can stop fight-life, limb and property—happiness. Such promise continued on page 4)



Ed Scott, Former City Camp Supt., Passes

Edward E. Scott, 72, of Newhalem died last Thursday, Feb. 19, at the Skagit Valley Hospital in Mount Vernon. The family made their home in Newhalem for 34 years while Mr. Scott served as head works superintendent for Seattle City Light. He retired in 1961.

Mr. Scott was born March 4, 1897, in Seattle. He was married to Zenita Harper in Seattle on Oct. 23, 1920.

After his retirement the Scotts moved to Hemet, Calif. They returned to Newhalem last fall.

He was a past master of United Lodge 93, F&AM, Sedro-Woolley.

Surviving is his wife, Zenita, and a daughter, Mrs. Victor Hundahl of Newhalem; two grandsons; a sister, Mrs. Madeline Sparks of Seattle; and a brother, Floyd Scott of Hemet, Calif.

Ted Lindblom Retires From City Light Service

Theodore A. Lindblom Jr., hydroelectric operator for, Seattle City Light at Newhalem, retires as of the first of March after 27 years of service.

All of Lindblom's time with City Light has been at the Skagit project with the exception of the summer of 1950 when he worked as a relief operator in Seattle-area substations.

He joined City Light on Aug. 10, 1942, as an electric station attendant. In 1950 he was promoted to hydroelectric operator. During his years at the Skagit project, he worked at Diablo and Gorge Powerhouses, most recently, at Gorge powerhouse.

He was one of the eight men instrumental in immediate restoration of power following an accidental grounding of a 230-kv line near Gorge powerhouse in 1966.

A reception was held in the honor of Mr. and Mrs. Lindblom last Friday afternoon, Feb. 20, in Currier Hall at Newhalem.

MARRIAGE LICENSES

Marriage licenses were issued at the Skagit County auditor's office last week to Randy Earl Riggles, 20, Sedro-Woolley, and Elizabeth Grace Larson, 17, Newhalem; Lyle Springstead, 28, Mount Vernon, and Laural Vick, 20, Concrete.

Memorial services were held yesterday afternoon, Feb. 24, at the Hulbush Chapel in Burlington. Cremation was held at the Hawthorne Lawn Crematory in Mount Vernon.

School Patrons Ask Questions At Special Meeting On Proposed Bonding

The special school meeting held last Friday at the Concrete High School was attended by at least 30 local residents who received answers to their questions about the proposed bond proposition for a new grade school.

The school architects retained for plans and estimates, William Arild Johnson & Associates of Everett, were unable to be present because of an earlier commitment.

Supt. Fred Culbertson and school board members responded to individual questions regarding tentative plans.

In answer to a question on the student lounge, listed in the building proposal, it was explained that the lounge had only been discussed tentatively for the high school and seventh and eighth grades, and would not be put in the building program.

A covered play area to protect children outside in inclement weather could be included in grade school plans, if desired.

Sliding bleachers would be used for seating in the grade school gymnasium, and folded out of the way for other activities.

Seventh and eighth grades would be included in the new building. However, these grades would be separate from the other grades.

The new building would consist of 20 classrooms to accommodate 370 students, in grades from first through eighth. Supt. Culbertson said that 12 rooms now are in use in the present

grade school buildings. Present needs are for 16 with four more for expansion in the next few years.

In answer to a question for concrete building plans, Supt. Culbertson said that plans and drawings and estimated costs will be presented by the architects at a special meeting, March 5, 8 p.m., in the high school.

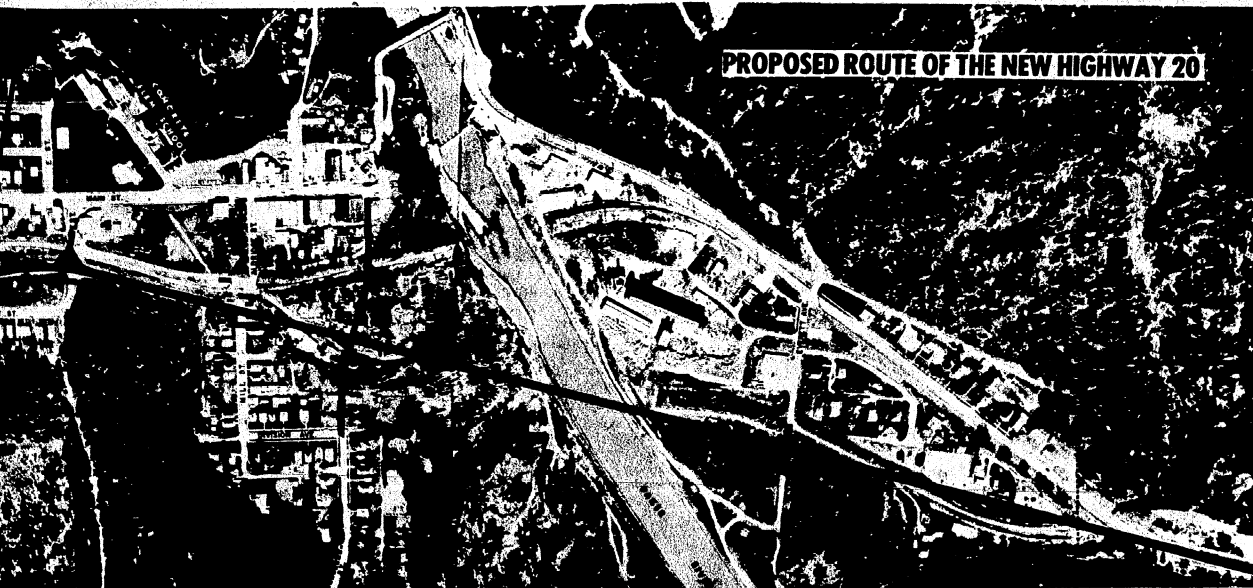
In outlining procedures in a building program, Supt. Culbertson said that the first step is to make a decision of the definite need for a new school; second, is the hiring of a school architect by the school board; third, find out what the district would like to have as the building program; fourth, direct the architect to draw up figures as a framework to work with (usually over-estimated so that there will be a sufficient amount to cover all needs); fifth, put the program before the people through the local newspaper, discussions by board members and the lay committee; sixth, place the proposition on a school ballot.

(Continued on page 2)

SPECIAL SCHOOL MEET WILL BE NEXT THURSDAY

Plans for the proposed new Concrete grade school plant will be presented by the school architects next Thursday, March 5, at 8 p.m. in the high school at a special meeting of the school board and the Lay Committee.

PROPOSED ROUTE OF THE NEW HIGHWAY 20



route of the new state through the town of e, as shown on the map was approved by the Town in a special hearing last evening with state highway engineers. A previous plan, only one access to the part of town, had been re- by the council at an earlier

The new plans call for a two-lane highway to begin at the existing State Highway 20 at D street and continue on a new alignment to the east city limits. Except for the slight curves necessary at each end where the new road will join the present highway, the right-of-way will be on a straight line and the new Baker bridge built on this angle

rather than at right angles across the river. This will mean a longer bridge and a difference in cost, but a direct route all the way.

Access to Main Street will be made at E Street, the present outlet at Kenny's corner; and a new outlet from the highway to the narrow street running south from city hall. This street will intersect the new highway and continue on

to give access to Mill and Cro-foot additions by way of Garden Street.

Short Avenue (Capitol Hill) will be closed to access at E Street, but will be open to the highway at the west end. Aldridge Street, now called South Baker and known as depot hill, will be dead-ended at the railroad tracks. Mill Street, on the other side of

the new right-of-way, will also be dead-ended for automobile traffic. A foot-traffic crossing will be provided at this point.

In East Concrete there will be an access intersection on Everett Avenue below the Shell Oil plant, giving a crossing both for East Concrete residents and river access to the south. The present

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