

The Concrete Herald

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Public Hearing On New Highway Thru Concrete Here On April 1st

A public hearing will be held next Wednesday, April 1, at 7 p.m. in the Catholic Center in Concrete on the State Highway Department's plans for the new highway route through the town of Concrete.

The plan now calls for a two-lane highway beginning with the existing route of Highway 20 at D street, bisecting the residential area on a direct line to join the present highway at the east city limits.

Access to Main Street will be at E Street and a new outlet on Thompson Street south from the City Hall.

Short Avenue will be closed to access at E Street but will be open to the highway at the west end.

Aldridge Street will end at the railroad tracks and Mill Street will also end at the new highway for automobile traffic. A crossing for foot traffic will be provided at this point.

Levaque Mill will be taken for right-of-way and a few homes in Mill Addition as well as two in East Concrete will have to be removed for the new highway.

State Highway Department representatives will discuss relocation assistance programs, tentative schedules for acquisition of right-of-way and construction. Maps and drawings will be shown for information of the public.

Anyone with an objection to the new highway route may submit it at the April 1 meeting.

Two Men Injured When Pickup Overturns

John W. Moorehead, 36, of Skykomish received bruises and abrasions when his 1969 Ford pickup failed to negotiate a curve while traveling eastbound on Highway 20 about 3 and a half miles west of Concrete Sunday, March 15.

The vehicle went off the left side of the road, rolled over and came to rest upright on its wheels. The pickup received about \$1,500 damages. A passenger, Clifford Whorton, also of Skykomish, was taken to United General Hospital for treatment of back injuries.

United Gen. Hospital Handled 2,700 In '69

Over 2,700 patients were admitted to United General Hospital during the last year, according to financial operations statistics for 1969 released last week.

Average length of stay was 4.9 days for each patient with a total of 14,684 patient days. Forty per cent of these were Medicare patients, about 12 per cent higher than the national average. A. D. Cobbin, hospital administrator pointed out.

There were 2,835 emergency room patients during the year and 287 babies were born in the hospital in 1969.

Net revenue from the year's operations was \$1,068,807 while operating expenses totaled \$1,070,413 for a net operating loss of \$1,606.



ANNUAL EGG HUNT SEA FOR SATURDAY

The annual Easter Egg hunt for all children in the area will be held this coming Saturday, March 28, at the Lions Club Dales Park. The egg hunt is sponsored each year by the Lions Club.

The hunt will start at 1 p.m. and will be divided into three divisions with special prizes for each division.

First division will include pre-school children through 5 years of age. Second division will be for children from 6 years through 8, and third division for children from 9 years through 12 years.

All children are invited to take part.

Dr. Monzingo Treated In Seattle Hospital

Dr. William Monzingo is recovering satisfactorily from a mild coronary suffered about a week and a half ago. He has been under care in the cardiac care unit of Virginia Mason Hospital, Seattle, as a precautionary measure. Address of the hospital is 1111 Terry Ave., Seattle, Wash. 98101.

Taking care of Dr. Monzingo's practice is Dr. R. E. Benner of LaConner who is maintaining regular office hours during the week at the Concrete Clinic.

Genevieve Moran Dies In Seattle Hotel Fire

Miss Genevieve Moran, 73, daughter of a pioneer family of the Upper Skagit Valley, died as a result of the fire which razed the Ozark Hotel in Seattle last week.

Her death occurred on March 20 from suffocation.

She was born to William and Mary Moran on May 1, 1896, while the family lived on the south side of the Skagit river near the old ranger station. They later moved across the river to the old Littlefield place, more recently owned by Bob Whipple, in the Sauk area.

Miss Moran went to the old Sauk school and worked in the telephone office in Concrete for several years. She moved to Seattle following the death of her mother some 25 years ago. She never married.

Of the 10 Moran children only four survive—a brother, Bill Moran of Marblemount, and three sisters, Alvina Drum of Burlington, Margaret Graham and Ada Campbell, both of Seattle.

Services were held yesterday, Tuesday, at the Lemley Chapel in Sedro-Woolley with Father Alfred Mathenski of the Immaculate Heart Catholic Church officiating. Interment was in the Sedro-Woolley I.O.O.F. cemetery.

Power Tools Missing In Cedar Grove Theft

A theft of articles valued at several hundred dollars was reported last week from a cabin in the Cedar Grove development on the south side of the Skagit River.

Missing were a boat motor, power saw and other power tools and miscellaneous items taken from inside the dwelling. Entry was gained by forcing the door.

Skagit county sheriff's office is investigating the burglary.

Contracts Let On Bridge Over Illabot Creek

Cascade Ready Mix of Burlington has received the contract to supply the concrete for abutments of the new Illabot Creek Bridge, according to action taken by Skagit County Commissioners last week.

The winning bid was \$4,769.40 for 174 cubic yards of Class B concrete. A local firm, Valley Ready-Mix, was just about \$100 higher with a bid of \$4,882.14. Concrete Norwest Inc. was third with an amount of \$5,182.16.

Contract for providing the steel for the bridge structure went to J. D. English Steel Co. who submitted a figure of \$1,105.61 for 11,000 lbs. of material. Anderson Steel Co. was the losing bidder at \$1,212.20.

The new bridge at Illabot Creek on the South Skagit highway will replace the one-way log bridge which has been in use for several years.

Howard Miller, chairman of the county commissioners, said that "letting of these bids for materials for the new concrete and steel structure culminates our plans which have been in the making for some time to improve the road system in the upper valley. More improvement work is possible this year since we did not have to spend much on keeping roads open through the mild winter."

The new Illabot Creek span will be built north of the present bridge and will connect on a direct alignment with the ends of the highway on each side of the creek.

BRAND NEW CENTURY-OLD MODEL



EUGENE MATSON AND JOHN WHITT HAVE SKID LOADED TO GO

"It's the first one we ever built and probably will be the last," said logger John Whitt of the old-fashioned donkey skid just completed by the partners of Hawkins & Whitt (H&W Log).

Whitt and his partner, Ed Hawkins, completed the handwork job in less than a week. The skid will be used to carry a BU-40 Skagit Loader on their logging works at Skykomish.

Early versions of the skid carried the old steam donkeys with which most of the pioneer logging was done. Now the power is diesel or gasoline, but the purpose remains the same—to get the logs up to the landing for loading.

The machines use their own power to pull themselves into position by cable.

As modern methods have provided other means of dragging in the logs, few skids are being constructed in the old-time manner. This one could easily be the last one to be built in the upper valley.

—Herald Photo