

Opening Game

Concrete Girl's playing on the team last night, trimmed the 7 to 5 before a good crowd.

line-up of Concrete squad included: left field: Kathleen Thompson, Lois Thompson, Barbara Rathvon, 2nd base: McComber, catcher: Eva Gibson, pitcher: Peggy Barry, right field: Kales, rover: Delma, base and Alan.

team plays Thursday night at Woolley.

The Concrete Herald

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Feathers

from the Duster

By The Over-time Editor

This week's issue of the Herald lacks the personal touch of our editor as he joined his life in the hospital Sunday night for his share of a "His and Hers" enforced rest. He expects to be able to be back at the old stand with another segment of his ever-popular Feathers column and his usual rousing editorials. Meanwhile, the mechanical work of this paper was handled by the Skagit Valley Herald with the invaluable help of the Concrete Herald's Nell Pollock. The Herald office is being manned by Jill Dwellley, the editor's red-headed granddaughter.

GN Railway Depot Goes

The Great Northern crew arrived last Thursday to demolish the concrete railway depot with clam shovel, loaded all of the debris on gondola cars and hauled it away.

The railway depot was constructed in 1901 for passenger service logging and freighting, everything that came to Concrete which needed to be transported arrived by rail because there was only a wagon road to town. Groceries, liquors, medicines and clothes all came by rail.

Business was so great through the depot that there were four employees working 12 hours per day — agent, cashier, clerk and helper, with the helper getting the brunt of the work.

According to Hobart Holyfield who was the depot helper from 1914-16 the depot was valuable to the upper valley with an excess of \$45,000 per month in bill of lading going through the depot.

It made Great Northern's ranch line in this valley one of the richest in its possession.



North Cross-State Highway boosters meeting at Sedro-Woolley Saturday were from left, Claire Pentz, Omak, outgoing president of the association; George Zahn, chairman of the State Highway Commission, and long a worker

for the highway; Charles Dwellley, publisher of the Concrete Herald; Harold C. Chriswell, supervisor of Mt. Baker National Forest, and William A. Bulley, deputy director of state highways.

Early Completion of N'Cross Highway Hailed

It is now likely that motorists will be driving on a paved North Cross-State Highway in 1972 or — at the latest — during the season of 1973.

The dream dating back before the turn of the century, when a wagon road linking Skagit and Okanogan areas was first talked, is nearing reality.

Speaking at the meeting of the North Cross-State Highway Association in Sedro-Woolley Saturday night, Senator Henry M. Jackson brought cheers when he said he would make every effort to "accelerate the schedule so that the highway could be completed during the next calendar year, 1971." He admitted that schedule, however, was highly optimistic.

Completion of the highway, now expected in 1972, will clear the way for a 500 per cent increase in tourism in the new North Cascades National Park and its adjacent recreational complex, Jackson said.

He said the new national park, Ross Lake National Recreation Area, and the Lake Chelan National Recreation Area drew 360,000 visitors last year and expects to draw 400,000 this year.

"Conservative estimates are that with completion of the North Cross-State Highway, this complex will attract more than two million visitors annually before the 1970's are completed," Jackson declared. "This alpine setting will be one of America's great attractions and will help give Washington State an annual tourism business of \$500 million by 1980.

"Recreation in Washington State is fun and sport for those of us who live here. But it also can be big business, diversifying our economy and providing year-around employment. There is no off-season in parks anymore. They are used all the time, with peaks in the summer.

"To make recreation pay, we must be willing to make investments, in roads and facilities that will pay big dividends. This road represents that kind of investment."

His remarks came on the heels of the recent announcement that he, Senator Warren G. Magnuson and Congressmen Lloyd Meeds and Tom Foley had obtained the release

of \$1,152,000 of frozen federal funds for use in continuing highway construction this year. This funding will be used this summer to provide paving on the east side from Rainy Pass to Lone Fir Camp.

Contracts for a total of \$3.5 million in work will be out this summer with paving machines to also be operating on the west side from Thunder Arm to Panther Creek.

Start on bridges at Lillian, Panther and Granite Creeks is also scheduled.

State Rep. Duane Berentson of Burlington, member of the Legislative Council Committee, said Saturday work is progressing in the attempt to release frozen Forest Highway Funds. Release of the Federal Public Land Funds, previously announced, is not enough to make firm the now tentative schedule for advertising the remaining projects (shown on map above), Berentson said.

His source was W. A. Bulley, deputy director of Highways, who also attended the North Cross-State Highway Association meeting Saturday.

Jackson, who is chairman of the Senate Interior and Insular Affairs Committee, said that over \$11 million of federal funds and \$1.9 million of state money has gone into the road since 1959 and "the end is finally in sight."

"This highway is the key to this whole great area. When we first contemplated this highway, it was expected to be for cross-state transit and for logging purposes. The development of the new park complex provides whole new dividends for these counties and the state."

The senator said he would base his hopes on accelerating the present announced schedule on the state's employment picture.

"Washington State faces a continuing downturn for the rest of the year on employment, let's face it," he said. "It would be only prudent — and a good investment — to pry loose the rest of the funds at this time. It would be a part of public investment programs."

He pointed out that frozen construction funds released for Whidbey Island Naval Air Station last week were part of the same program of public investment aimed at bettering the state's employment situation.

Action Group Talks Location Of Park HQ

The Action Committee met last Wednesday evening at City Hall.

A reply from the Washington State Highway Commission was received, informing the group they would be in this area in July and would wash the Baker River bridge and perform any feasible restoration.

Skagit County Agent Jack Crawford was present and the evening discussion concentrated on the possibility of the North Cascade Park headquarters locating in Concrete.

Ray Ross will serve as sub-committee chairman on the park with Bill Ruyle assisting.

All interested persons are urged to attend the July 8 meeting at 7:30 p.m. in City Hall to help with the functions of the Action Committee.



A page of history is turned as the Concrete Great Northern Railway depot is demolished by a clam shovel last week. The building, built in 1901, was the scene of much activity in the past.