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A BRIDGE IN 1952 MAYBE

At the chamber of commerce meeting in Sedro-Woolley Tuesday, Engineer H. O. Walberg gave the first rough draft of a 4-year plan of road improvements for Skagit County, which will be presented at the Interim Committee meeting of the state legislature at Bellingham next Monday.

The three million dollar program schedules a complete job of repair, maintenance and new construction for all county roads and bridges, but will fall about one million dollars short of estimated revenues for the four-year period. This means that unless additional funds can be provided from new sources, the complete program can not be carried out.

As usual, the upper valley gets the short end of the deal, with little to be done in this district except for some repairs on the Sauk river road and some new bridges there in the next two years. The road from the Dalles to Faber and the Faber bridge are on the program for 1950 at the earliest. The county expects to be about \$360,000 short on funds by this time, which gives an idea of how much importance is placed on a bridge in this vicinity.

The Dalles-Faber road is down for \$150,000, the bridge set tentatively at \$400,000, \$700,000 is listed for 1951 in building a road from Day Creek to the Dalles (14 miles).

Engineer Wahlberg stated that cost of ferry operation for 1947 was \$70,000, of which all but the \$8,000 subsidy on the Guemes Island ferry was spent on the Skagit

river ferries. He estimated it would take \$60,000 to operate them in 1948.