



ON THIS MAP are shown two sites for the proposed bridge across the Skagit river near Concrete, one at the Dalles below Concrete and one at the Faber Ferry crossing above that city. Also shown are new connecting roads and possible logging roads.

## Proposed Span at Concrete Would Tap Timber Resources

For 15 years the subject of a bridge across the Skagit river at Concrete had been discussed and proposed with little success resulting. This year, however, voters throughout the county will have a chance to vote on a proposition of bonding the county for a total of \$700,000 with which to construct the span and access roads leading thereto.

The Herald today publishes a few of the facts relative to the construction of the bridge which may be of help to the voters when they consider the proposition at the general election in November:

The proposition as outlined in the election notice is as follows: "Shall the County of Skagit, State of Washington, issue its general obligation bonds in the principle sum on \$700,000 or such lesser amount as can be legally issued under the statute governing the limitations of indebtedness, payable by unlimited tax levies beyond the 40-mill limit, bearing interest at not to exceed six per cent per annum payable semi-annually and maturing in from two to 10 years from the date of issue, for the purpose of acquiring road right of ways between Faber Ferry and Concrete all in the County of Skagit, State of Washington, and constructing roads between Faber Ferry and vicinity of Concrete in said county and State and the construction of a bridge across the Skagit River, connecting the proposed road with the existing State Highway No. 17A between Faber Ferry and vicinity of Concrete, and the providing of necessary equipment and facilities for such roads and bridge as the funds may allow all as provided for by Resolution No. 822 of the Board of County Commissioners of Skagit County."

The annual tax levy to be collected by the county over a 10-year period, has been set at between 2½ and 3 mills, which will provide sufficient funds to carry out the program.

The above map shows the possible locations of the proposed bridge. Most favored is the Dalles site, which would require a span of only 290 feet, but would require more access roads. The cost would be

## Proposed Span

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practically the same for either site in that the Faber bridge would cost as much as the Dalles bridge plus the access roads.

The bridge will open up a loop highway from the eastern end of Skagit county to Darrington and the Snohomish valley, in addition to providing an outlet for the largest single stand of virgin timber in the nation, soon to be placed on sale by the U. S. Forestry service. The huge timber stand is located on the slopes of Finney Creek.

Building of the bridge will eliminate three of the county's most costly ferries at a saving of from \$30,000 to \$60,000 a year. It will also eliminate a dangerous ferry crossing for school students at Concrete, 28 of whom cross the Faber ferry by bus twice each day. This dangerous trip has received much publicity in the past few years.

The upper Skagit bridge proposition has been a problem of the county for the past 15 years. In January of this year a committee of leaders from every town in the county got together to prepare a county-wide road and bridge program for presentation to the Legislative Interim committee. In doing so they designated the Skagit river bridge at Concrete as the second most needed project of the county. The number one project was, of course, the Cascade highway. Their resultant campaign has resulted in having the county commissioners submit the proposition to the voters of the county.

The plan has been approved and is being sponsored by every Chamber of Commerce in the county, in addition to various service clubs and private individuals.