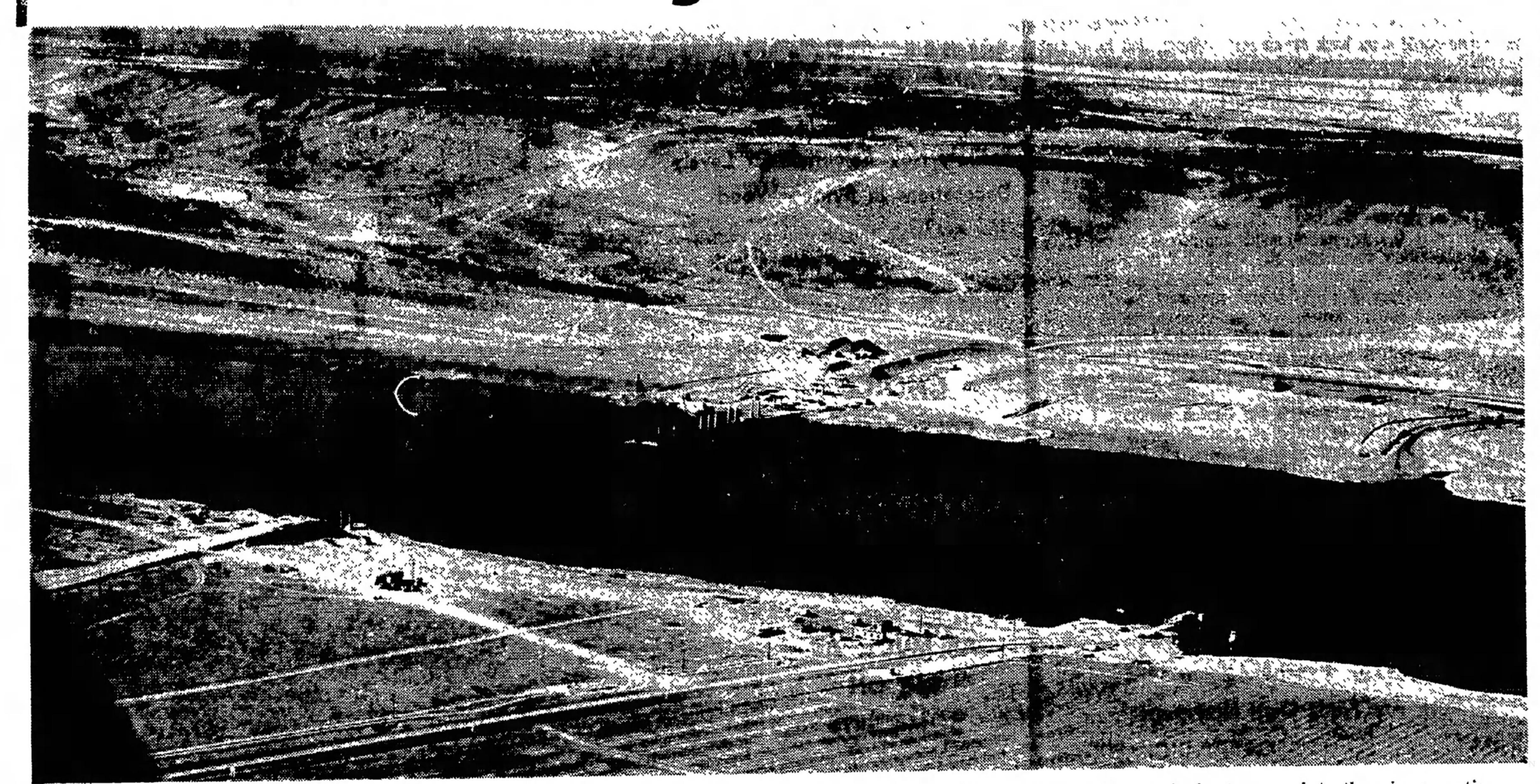
Vernita Bridge Rushed, Road Nearly Done

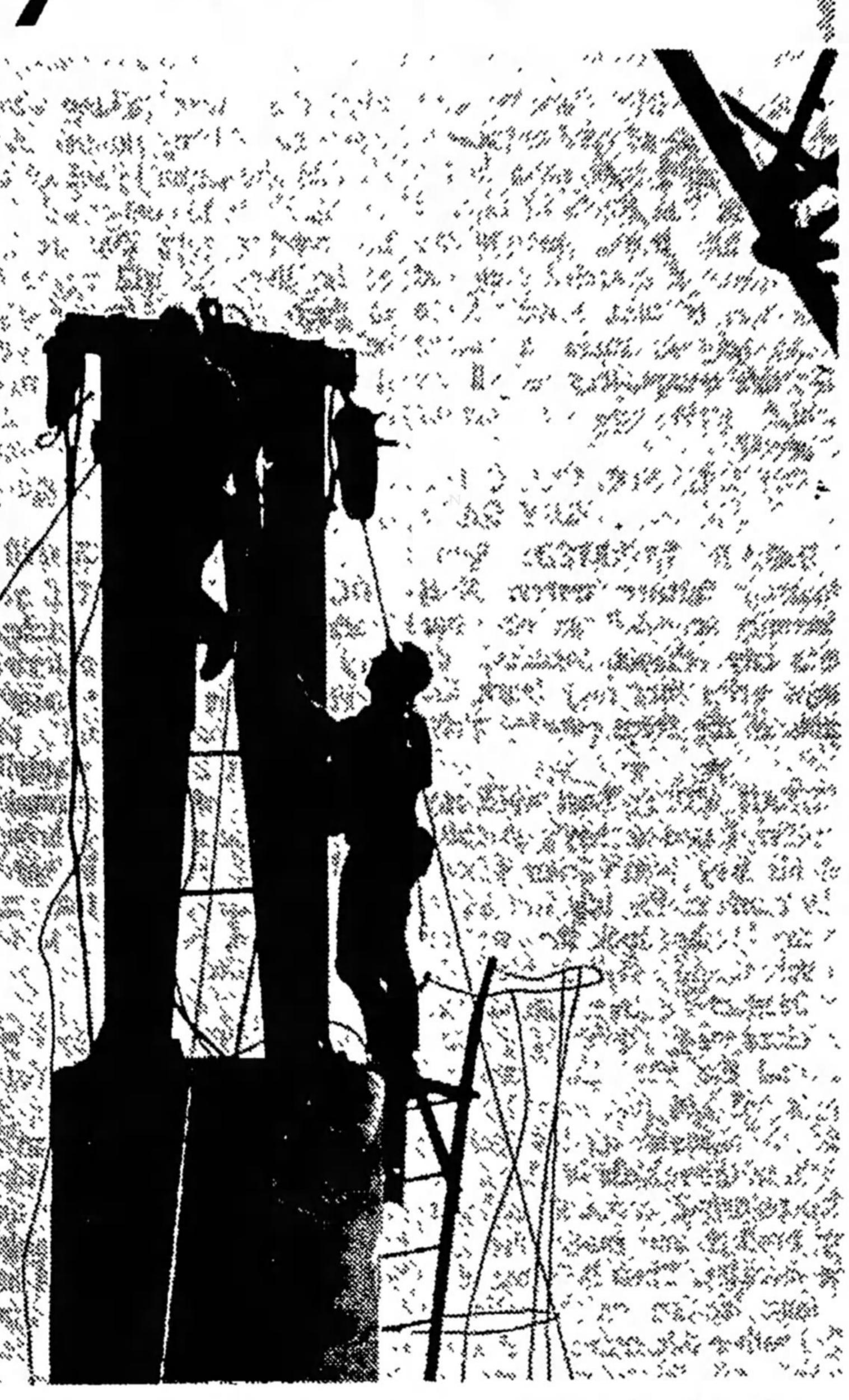


Work on the Vernita Bridge is progressing from the Grant County side. The 982-foot span is scheduled for completion by Nov. 22. To the

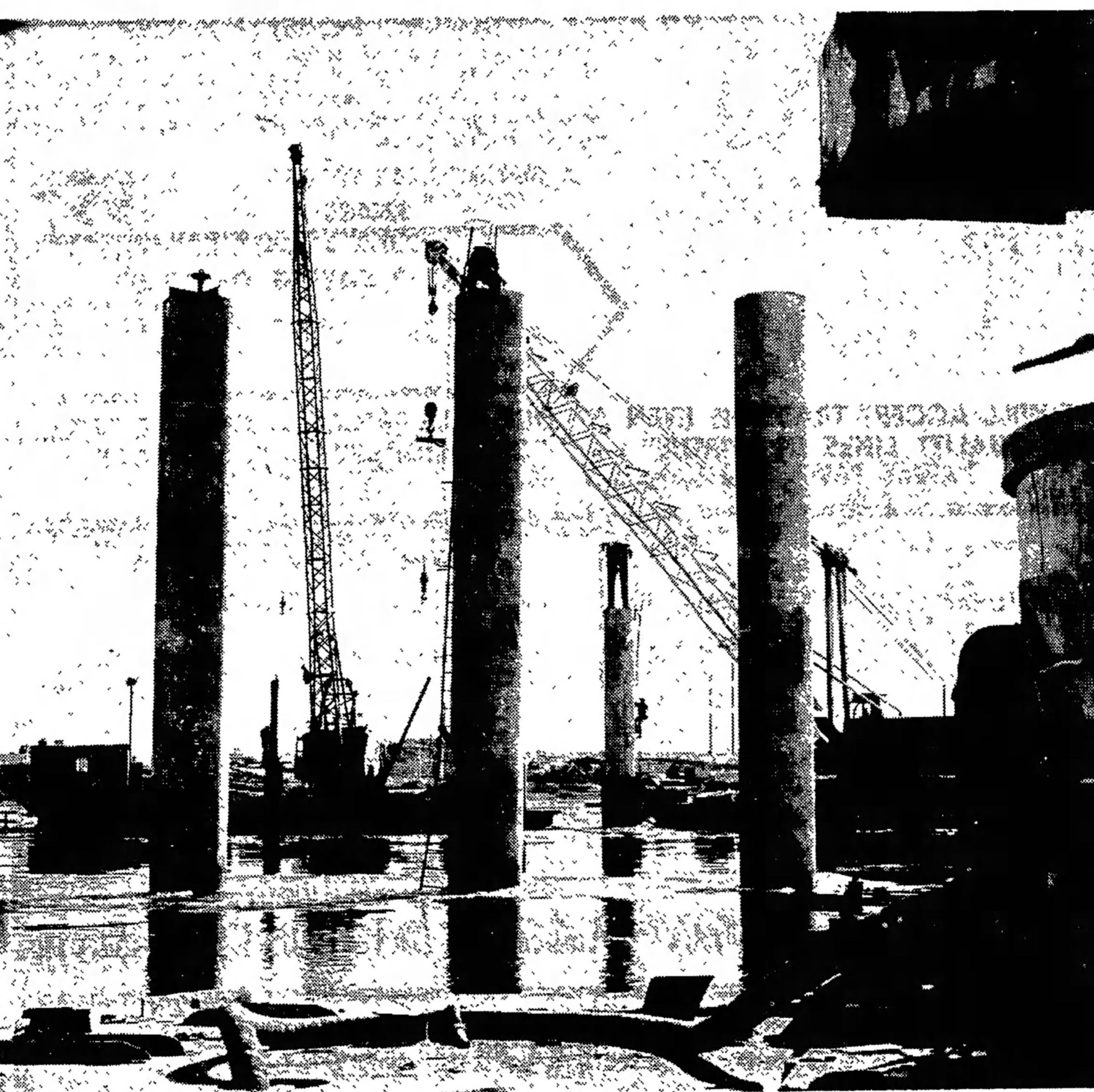
right was the Vernita Ferry, which now carries traffic across the river. Peter Kiewit Sons, Vancouver, contractor for the \$1,434,809 bridge, says

hardpan is slowing down the sinking of steel casings to hold the piers. Crews are working around the

clocks to complete the pier erection before summer's high water. (Photos by Ralph Smith).



Workmen detached cables used in jockeying the precast piers into place. A crane (upper right) lowers the piers into a steel casing in the bottom of the river. The piers are then filled with concrete. See page 1 for color photo.



Twenty-two feet of water swirled around hollow pilings as workmen prepared to fill them with concrete. The crane at left used a 10,000-pound spud which it raised and dropped to break the

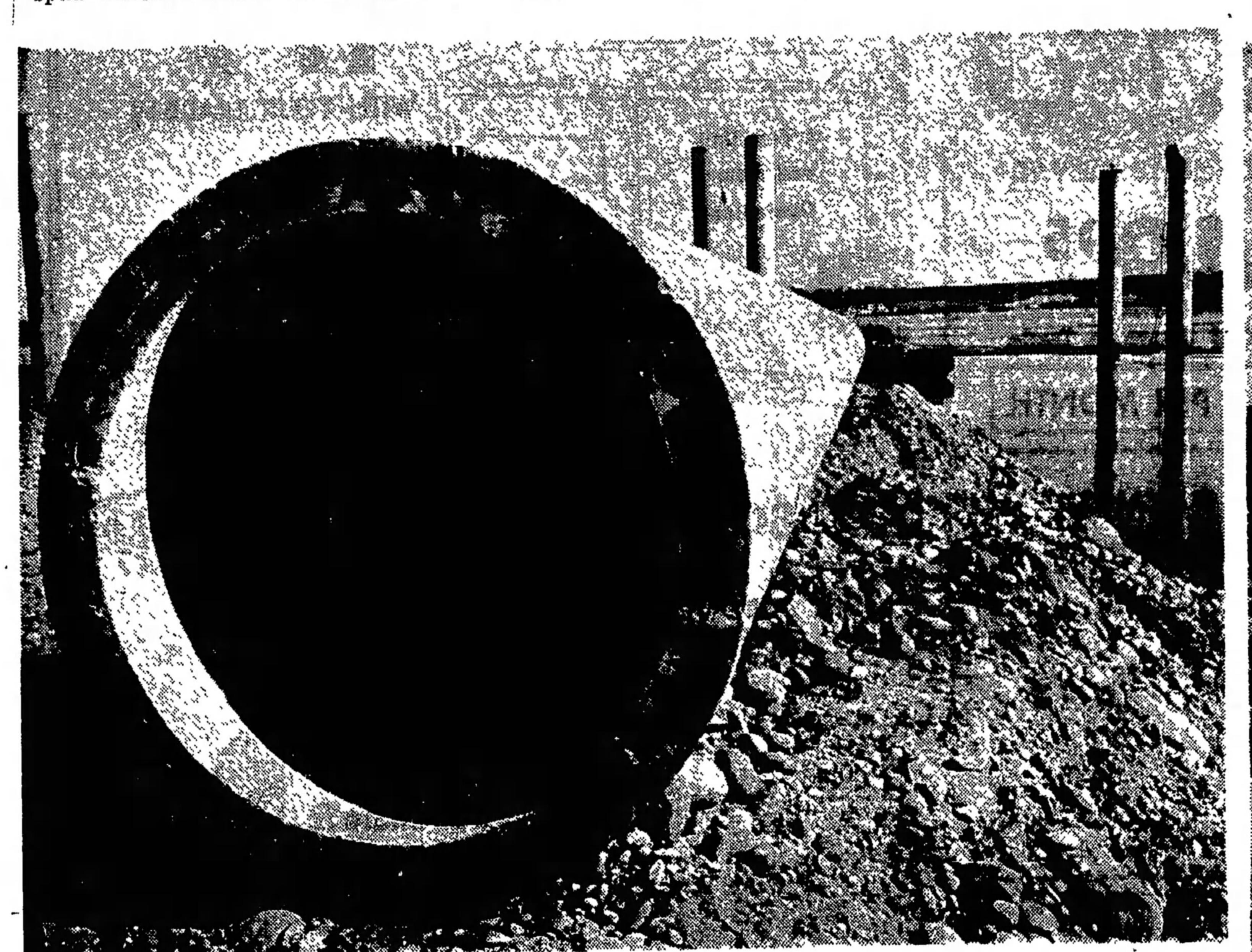
hardpan floor of the Columbia River. A clamshell on a dragline raised the loosened dirt and the steel casing which surrounds each piling dropped into the hole.



Piers and cranes were mirrored in the Columbia as the sun went down and lights came on to help workmen see as construction continues 24 hours a day.

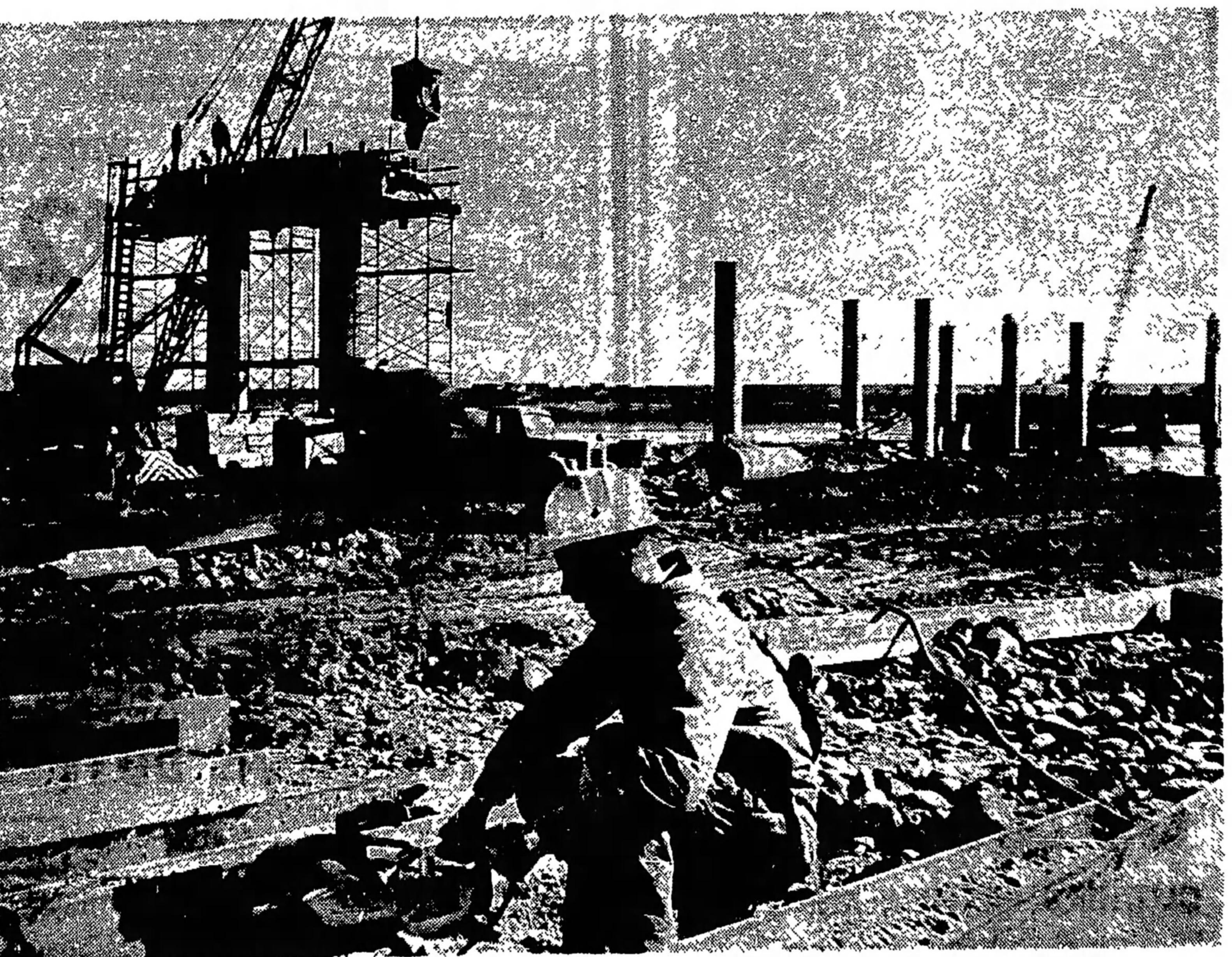


This is the point where the new Hanford Highway joins the Horn Rapids Road west of Richland. The 22-mile, two-lane highway is expected to be open by July 4. It will carry cars to the Vernita Ferry until the bridge is completed in November. The route will reduce the distance from the Tri-Cities to Seattle by about 20 miles. The road is being built at a cost of \$776,871 by Sather and Sons, Spokane. Cost of the road and bridge is being met by revenue bonds. It is the first Washington highway to be paid for in this manner.



A hollow pier, 92 feet long and 4½ feet in diameter, lay on the beach at the Vernita Bridge site. The pier, reinforced with steel and filled with concrete, will be lifted to a vertical position and

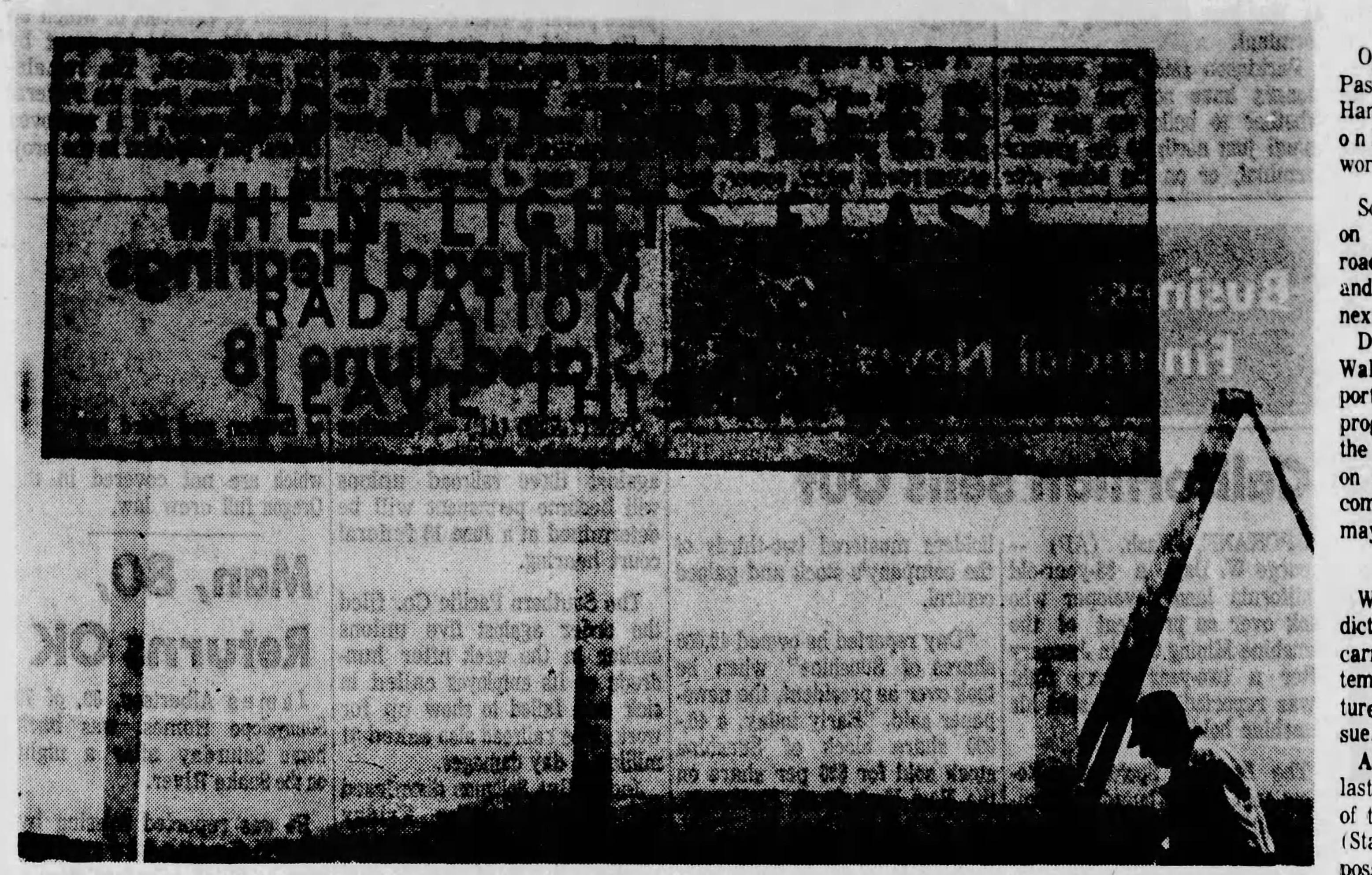
Columbia River. About half of its length will be below the surface of the water.



Leonard Thacker drilled holes in steel beams to be used in pier scaffolding in the background. A bucket dropped-concrete into the form atop the

piers which will hold the bridge decking. A toll plaza will be built at the south end of the bridge. A charge of 75 cents a car will be made.





Marion Weinman, painter for the state highway department, applied paint to this sign at the north end of the Hanford Highway which will be opened to the public in a ceremony July 14. The sign is a precaution against radiation that could re-

sult from an accident at Hanford. It is not expected to interfere with regular use of the road. The unpaved portion of the highway is shown in the background.



A workman pitched a hot rivet to the catcher as they assembled a portion of the Vernita Bridge superstructure. A completed section was being

hoisted into place from a barge. The bridge will replace a free ferry operating nearby.



A section of superstructure was lifted into place on the Vernita Bridge and workmen predict the bridge will be completed by the end of August. The \$1.4-million structure will span the Colum-

bia 40 miles north of Richland at the end of the Hanford Highway. With the highway, it is expected to reduce driving time between Richland and Seattle by about a half hour.

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Traffic a cross the Vernita toll bridge, which replaced a free-ferry a year ago tomorrow, has been much heavier than anticipated. The traffic already is nearing the peak forecast for 1969. Toll revenues were sufficient to meet operational costs, bond payment and provide an excess of \$91,076 for reserves.

Year - Old Vernita Bridge Shows \$211,041 Net Income

er a year of unexpected profit with the new Highway 240 cars a week-day. ed traffic.

enues and traffic surpassed all advance estimates by the State

Highway Department and the Toll Bridge Authority.

Total toll revenue during the year amounted to \$260,251. Operating expenses during the same period were \$49,210, leaving a net income of \$211,041, according to Charles Nichols, Toll Bridge Authority administrator.

NET INCOME

The net income offsets the year's bond servicing requirements of \$119,965 and provides an excess of \$91,076 for reserves and payments against principle.

Nichols noted that a \$100,000 subsidy fund established by the State Motor Vehicle Department has not been required for bridge operation because of the unexpected toll incomes.

He added that traffic across the bridge already is reaching the peak that was forecast for , 1969. During the past year, 313,828 vehicles crossed the

bridge.

Officials had predicted a monthly peak of no more than 20,000 vehicles but early this summer use soared above 31,000 vehicles a month.

USE INCREASE

State Highway Department spokesmen said traffic over reconstructed Highway 24 has increased accordingly and more and more drivers appear to be routing themselves to make use

July of this year. In August of 240.

Vernita Bridge celebrates its of the bridge. last year, the junction accomfirst anniversary tomorrow aft- Where Highway 24 junctions modated a naverage of only 355

and heavier-than-anticipat- across the Hanford Reservation Officials said they believe the there has been about a 300 per period of rapid growth in traf-The toll bridge, dedicated Oct. cent increase in traffic volume fic count has passed its peak. 1, 1965, crosses the Columbia during the last year. However, they look for a steady River at Highway 24. Its rev- An average of 975 cars a annual increase of about five weekday passed the junction in per cent in traffic on Highway

New Tv Entries Already Getting Ax

By CYNTHIA LOWRY AP TV-Radio Writer

NEW YORK (AP) — The lossion entries are being killed off symptoms of illness. sooner than usual.

Nov. 7 would indicate whether a spot.

program executive predicted gram death. It is certainly true grimly, "The Nielsens released that a number of programs on Oct. 10 — a week from Mon- have survived with low ones day - are the big ones. I pre- "CBS Reports," NBC's "Teledict that the result will be the phone Hour" are two that come biggest explosion of cancella- instantly to mind. But these are tions we've seen in a long prestige shows and the usual time."

had its final broadcast — its tertainment shows — the comefourth show — on ABC Thurs-

day night. And the industry is bursting with rumors about the fate of six or seven or shows ers among this season's televi- which in early ratings showed

Among those reported to be In previous years, network on the critical list are NBC's controllers of program destinies "The Hero" and "Roger Miller have given programs several Show," CBS' "Jean Arthur weeks in which to find au- Show" and "Run, Buddy, Run," diences and normally it could be as well as ABC's "Milton Berle anticipated that the national Show" and "12 O'Clock High," a Nielsen reports published on returning show in a new time

series would be summarily can- Network spokesmen usually celed or renewed. protest vehemently that ratings "But this year," a network are not the only cause of prorules don't apply.

"The Tammy Grimes Show" Most regularly scheduled endies, the spy stories, the Westerns, live and die by the ratings, Ky Adamant and each season roughly one-CAN THO, South Viet Nam third of all shows fail to survive (AP)—Premier Nguyen Cao Ky — the lower third of the Nielsen

said today he would never agree ratings list.







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Officials were all smiles when Gov. Dan Evans, second from right, and Rep. Catherine May, D-4th Dist., center, cut the ribbon today marking the opening of the Vernita Bridge across the Columbia. Helping, from left, were, former state senator Stuart F. Foster, Yakima; Rep. W. C. Raugust; R-8th District; state

Sen. Nat Washington, vice chairman of the Joint Committee of Highways; Rep. May; Patricia A. Kelch, Miss Yakima (almost hidden behind Mrs. May); Linda Baurle, Miss Sunnyside; Caralee Davidson, Miss Tri-Cities; Gov. Evans, and Sen. Mike Mc-Cormack, D-Tri-Cities.



Harold Morgan, Richland city councilman, welcomed Rep. Catherine May, R-4th Dist., with flowers and Gov. Dan Evans, who stood next to Mrs. May at left, at the Richland

airport before they took a car caravan to bridge-dedication ceremonies at Vernita. At right was Caralee Davidson, Miss Tri-Cities.

Rep. May, Gov. Evans Cut Ribbon In Dedicating New Vernita Span

The prime value of the Vernita Bridge is the linking of the "tremendously important potential industrial area of the Tri-Cities" with other areas, said Rep. Catherine May, R-4th Dist.

Speaking before about 300 people at the dedication ceremony at the bridge Mrs. May predicted it will many times repay its \$1.4-million cost.

Gov. Daniel Evans, who shared the ribbon cutting with Mrs. May, expressed confidence in the indus-

WARRANT TO THE TOTAL TOT Other pictures on page 24.

trial potential in the Tri-Cities and termed the Columbia Basin "the great, agricultural breadbasket."

LINK NOTED

Mrs. May also pointed out the new bridge would bring the counties of Benton, Franklin, Grant, Adams, Kittitas and Yakima closer together, and noted the "six agriculturally productive counties" now produce \$227-million annually in farm crops.

The governor drew laughter when he commented they had better end the program and get across the bridge before the toll went into effect at noon.

"I think we all deserve one

Gov. Evans and Mrs. May

Gov. Dan Evans, and Rep. Catherine May, R-4th Dist., stood by the Vernita Bridge moments before its dedication and ribbon-cutting ceremonies today. In the back-

10 at Vantage. (Photos by Ralph Smith). held on the south shore of the never lose its dreamers. Out of 30 miles of Hanford Highway of generals" and the American

ground was bridge with its toll gate

in foreground. The bridge links

the Hanford Highway with Highway

free shot at this bridge before penish, also on the program, we have to pay 75 cents," he said he is a strong believer in said he is a strong believer in

from Olympia for today's cere- minder to all of us that nothing bridge will become "a traffic Evans was principal speaker. monies. He arrived about 15 comes free from government," hub" and "ultimately a portminutes late in his state-owned and that those who benefit district area."

by about 70 Tri-Citians, and led Hitting on a note struck by Nat Washington, Ephrata, vice- state highway commission, paid a 20-car caravan over the Han- several speakers, Woodall said chairman on the joint commit- tribute to the Benton - Franklin ford Highway to the Vernita the bridge is a result of tee on highways, noted that the counties and South Central by Gen. Sukarno and loyal to charge in the death of Jonathan Bridge where ceremonies were dreams. "This nation must

Sen. Perry B. Woodall, of Top- of visions come progress." Sen. Mike McCormack, D-Triheaded up a party of more than Tuesday — Indonesia's armedlegislation, condemnation from cure another's civil rights." He governor and Mrs. May headed up a party of more than Tuesday — Indonesia's armedlegislation, condemnation from cure another's civil rights." He there Morrisroe could testify,

Cities, termed the Hanford 30 which continued to Yakima forces day. Highway a 30-mile-long bridge after the ceremony for luncheon flew to the Richland Airport "I think it serves as a re- approach. He predicted the at the Chinook Hotel. Gov. taken by loyal forces, quoted eral.

two-engine plane, was greeted most should pay most.

Master of ceremonies, Sen.

Pope Paul's Automobile Prepared

CHICAGO, (AP) — The car in which Pope Paul VI will ride

during his visit to New York City was unveiled today, a reconstructed 1964 black Lincoln Continental executive limousine.

The rear compartment is roof-

George Zahn, chairman of the Washington roads association for Sukarno and Nasution, cap- M. Daniels. Coleman pleaded their cooperation in getting the tured the radio station after self defense. bridge built.

TRIBUTE PAID

In attendance were city and Suits Filed ounty representatives of the county representatives of the Tri-Cities. Walla Walla officials included Jack Wilson, chairman of the transportation committee of the Walla Walla Chamber of Commerce.

The new bridge provides Tri-Citians with a shorter route four utility firms in 17 states toto Seattle. It replaces a free day filed suits totaling millions

Kennewick 582-5151

Pasco 547-3366

Richland 946-6102

VOL. 61, NO. 230 Friday, October 1, 1965 Pasco, Kennewick, Richland, Washington Copy 10c

Indonesian Revolt Crushed

KUALA LUMPUR, Malaysia (AP) — Forces loyal to President Sukarno routed rebels in Indonesia's capital city of Jakarta tonight, the Jakarta radio reported, but military power plays continued to rock the island nation.

TELEPHONE:

Broadcast accounts said Gen. Abdul Haris Nasution, Sukarno's defense minister, restored order in the capital and Sukarno was safe and well.

The uprising, however, was reported to have spread to Central Java.

LIGHTNING COUP

A lightning coup was launched Thursday night by Lt. Col. Untung, described as a battalion commander in Sukarno's personal bodyguard. His forces held power long enough to seize the Jakarta radio and announce the formation of a revolutionary council and a 45-member cabi-

Untung declared he had blocked a coup he said was planned against Sukarno by a "council

Nasution as saying there had never been any plan for an army After two hours of delibera-

Against 54 Firms

NEW YORK (AP) - Fifty- of the Episcopal theological in 15 hours, the largest in the period of 24 hours, has been school attended by Daniels. of dollars against six major aluminum manufacturers,

GEN. ABDUL NASUTION . . . restores order

coup have been arrested," the comment on it." government broadcast said.

has vowed to crush.

cifying its source, said Nasu- tician who has controlled the tion and his daughter had been 100-million Indonesians on Indowounded and said two of his nesia's 3,000 islands since the generals - Lt. Gen. Achmad close of World War II, had been Yani, army chief of staff, and balancing the army against the Gen. Pajaitan — were shot and Communists. But recently he killed by Untung's troops.

NO COMMENT In Washington, State Depart- lion-member Communist party.

some fighting with rebels and ment press officer Robert J. said mopping up operations McCloskey said the situation is were under way. being watched closely, "but we "Those responsible for the can't define it now and can't

The State Department report-There were conflicting reports ed 2,144 Americans are in Infrom Radio Jakarta and broad- donesia, with the great majoricasts from Malaysia, a neigh- ty in the Jakarta area. There boring nation which Sukarno has been no indication that any

has been harmed. Radio Malaysia, without spe- Sukarno, 64, a theatrical polihas responded more frequently to the demands of the 3 mil-

Anti-Lynch Legislation net that incuuded a dozen Communists. Urged in Wake Of Acquitta

tion Thursday, a jury of 12

'TRAVESTY OF JUSTICE'

Civil rights leaders and persons close to the slain man con-"travesty of justice" occurred belt spread across sections in gia. in statements by New Hamp- the eastern third of the nation. shire Gov. John W. King and

spokesmen called for federal

HAYNEVILLE, Ala. (AP) — rector of the Congress Of Ra- Alabama Atty. Gen. Rich-The acquittal of a part-time cial Equality, called for federal mond Flowers said the trial deputy sheriff in the slaying of legislation making it a crime does not do justice to Aladreams come visions, and out cost about the same as 500 feet of visions come progress."

| Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the same as 500 feet of highway in Seattle. | Cost about the sa church leaders and criticism called the Hayneville trial a said the verdict "again places Jakarta radio, after being re- from Alabama's attorney gen- "mockery of law which passes the good name of Alabama and for justice in the State of Ala- her people on the bigoted stake

of racism."

The Jakarta radio said the crack Siliwangi Division, led Coleman of a manslaughter Thomas L. Coleman of a manslaughter Town In 15 Hours

By THE ASSOCIATED PRESS Heavy rain splashed areas in demned the trial. The phrase the Southeast today and a wet

leading integration evacuation of more than 200 in the United States.

Heavy rain hit other parts of Alabama and also Mississippi, Tennessee, Florida and Geor-

The previous record rainfall Mobile, Ala., was swamped for Mobile was 13.36 inches on the Rev. John B. Coburn, dean Thursday by a 15-inch rainfall, April 13, 1955. That one, over a city's history. Flood forced described as one of the greatest

persons from their homes in low- The cloudburst was a side eflying areas, closed business es- fect of tropical storm Debbie,

PERFECT! (Well, Almost Anyway) -

Tri-City A & W Drive-Ins makes no claims about having the most perfect food anywhere. A & W does guarantee that if you are not completely satisfied he will refund your money. (Part of it anyway)



THE TREATS ON US!









Concrete Piers For Vernita Bridge

Two cranes used in placing piers for the Vernita Bridge were viewed through a hollow pier. The steel-reinforced concrete piers are dropped into steel casings in the river and filled with concrete. Concrete is also poured around the piers "like setting posts in post holes," commented Bud Real, project manager

for Peter Kiewit Sons Co., Vancouver. Crews are working three shifts to complete the 982-foot bridge by the Nov. 22 completion date. The structure will be 45 feet above the water in the center and have a horizontal clearance of 250 feet. Page of pictures on page 27. (Color photo by Ralph Smith)

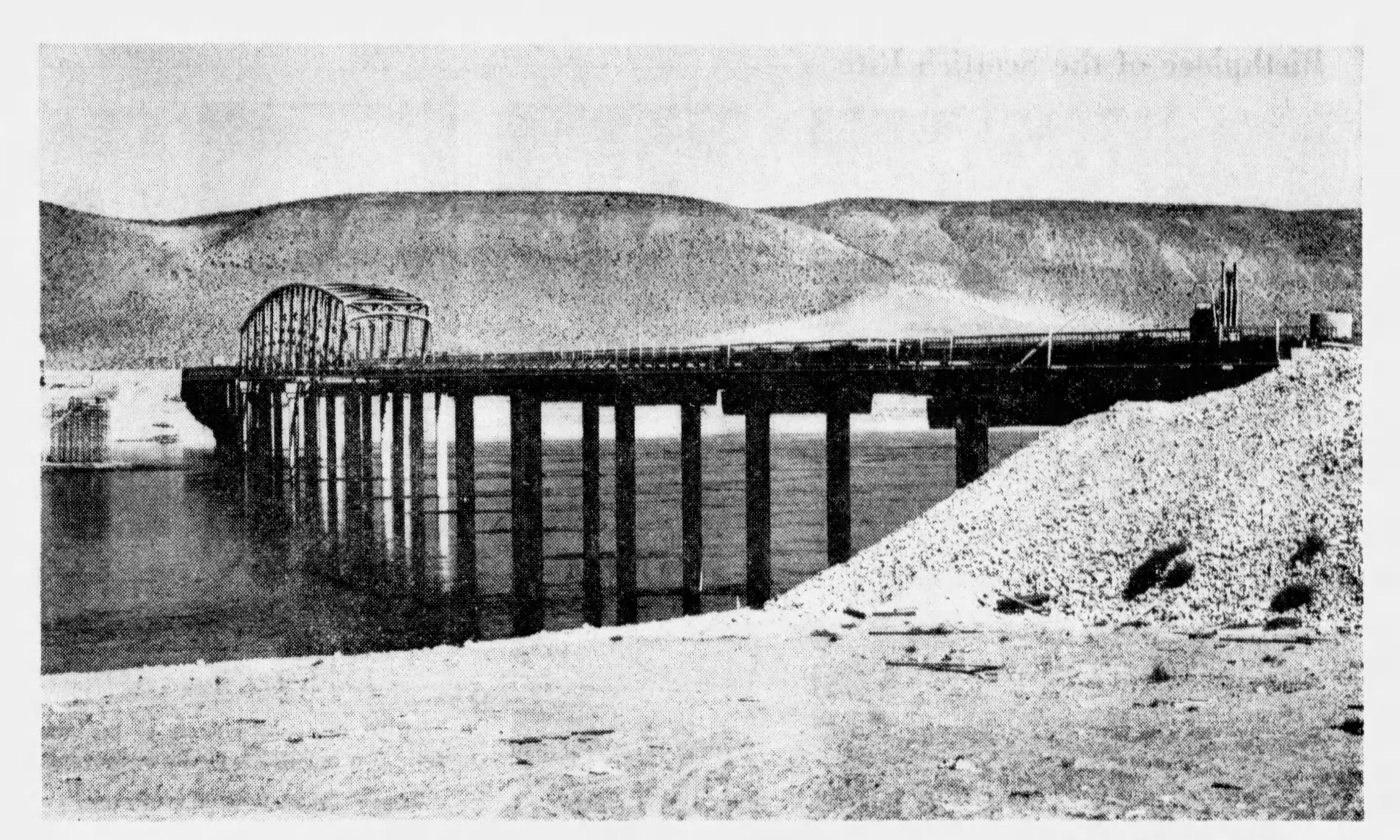






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NEW Vernita bridge.

From Ferry to Bridge at Vernita

By Robert H. Ruby

the State Highway Com- side. mission to name the new bridge at Vernita the Richmond bridge in honor of Jackson T. Richmond. Richmond came to the area in 1907 and settled on the Douglas County side of the river (the present Grant County since 1909,) where he started a store and became postmaster of the newly established post office-Mitchell, a name he chose to honor his mother's maiden name. The next year Richmond began construction of towers for a cable over the river on which to operate a ferry boat to replace that started there in 1901 by Otto Yaeger (Jeager).

Yaeger started his ferry at the beginning of the homesteading boom in this area. His ferry was a crude barge manned by sweeps and powered partially by eddies at each river shore.

The nearest crossing upriver was at Priest Rapids where ferry service of one sort or another had been available since the late 1850s when the Fraser gold rush began. Downriver the Wahluke ferry was started about the same time Yaeger began his ferry. Below that was the White Bluffs' crossing started in the 1860s on the forward push of the gold rush into northern Idaho.

THE dawn of the Twentieth Century brought a need for ferry service at closer intervals on the river for the cents a head for sheep and land settlers sprinkled over the lambs, 25 cents a head for across its expanse from the area. Richmond began his on cattle and horses in small bun-ferry to the Columbia Basin. the advance of a large orchard ches and 20 cents for the same Two years after Boylan started

Other orchard projects were developed on that side over the Hanford flat so that the Milwaukee Railroad built a spur along the right bank of the Columbia from its mainline at Beverly to Hanford in 1912 to transport the harvests.

Richmond's post office was closed in 1910 and the mail service transferred to the Wahluke post office, but his ferry service thrived. The traffic was heavy between the Saddle Mountain, lower Crab Creek area and Yakima.

Once again a post office was started at Mitchell with George Arrowsmith as postmaster. He had the post office, which opened March 29, 1915, named after

Arrowsmith met the train across the river to pick up the mail by using a private row boat. However by 1917 most of the folks whose homesteads rimmed the sand bars of the Columbia in this area had been flooded out or dried out.

On August 6, 1917 the Arrowsmith post office was closed and the service transferred across river to Vernita. Richmond continued to do a business with his ferry. He renamed the north landing Mitchell again.

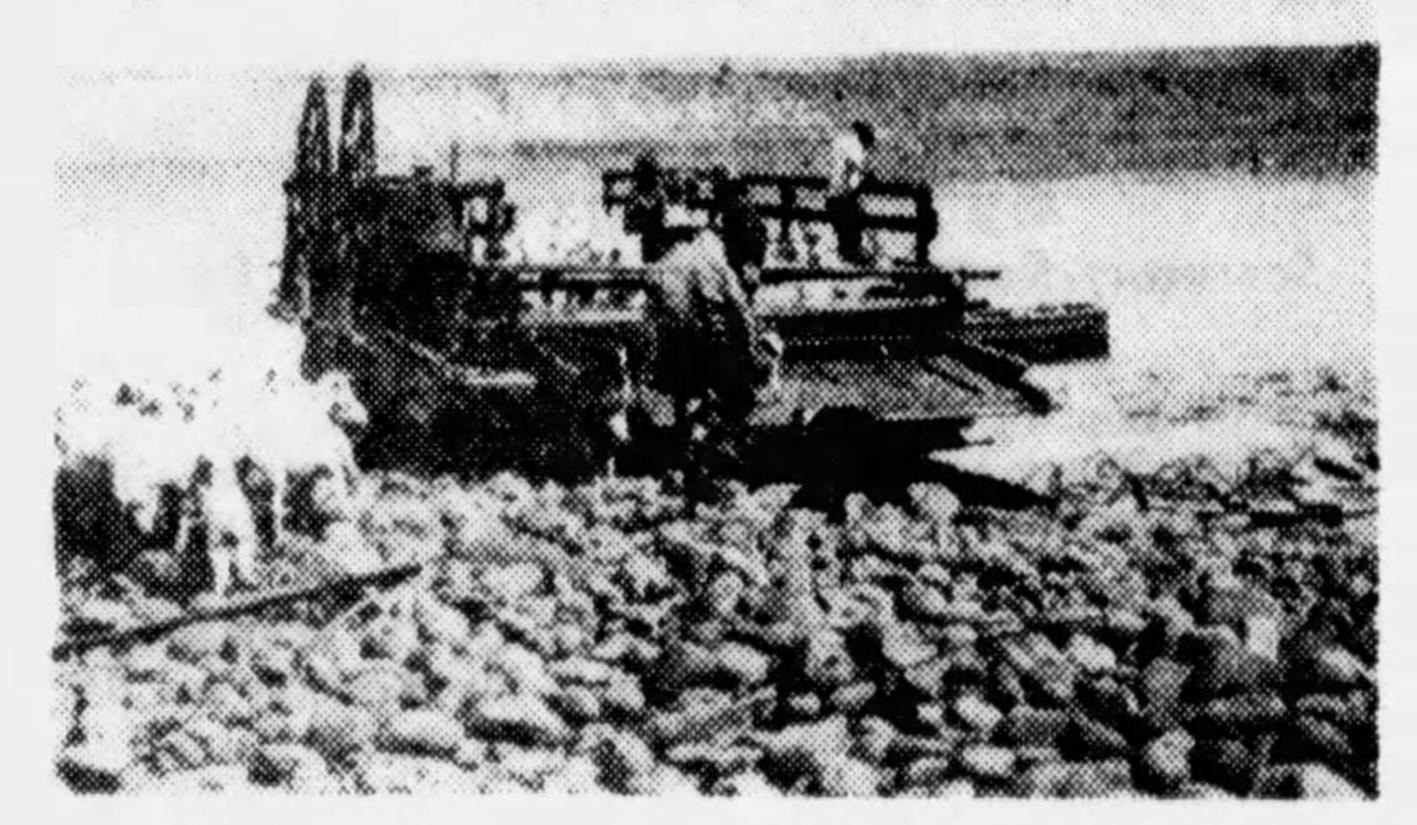
In 1923 Benton County put a limit on Richmond's ferriage rates at \$1.25 for crossing a two horse team and wagon, 11/2 development by the New York in large bunches, 75 cents for his ferry the AEC permitted

group of citizens has asked Ranch, on the Benton County a horseman, 50 cents for one on foot and \$1.25 for an automobile.

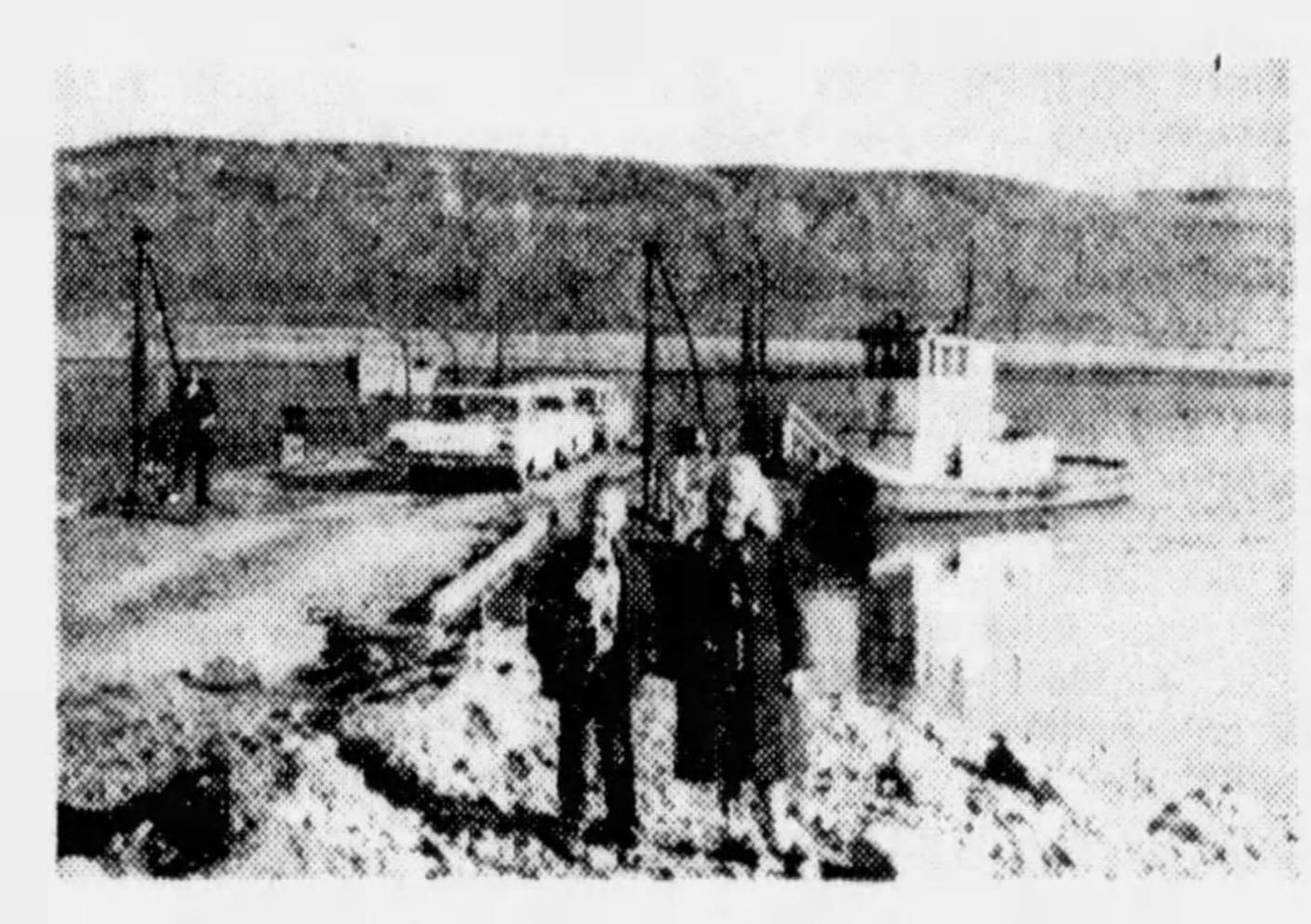
Richmond continued to operate his ferry until World War II when the Atomic Energy Commission took over a large land area there, making it into an atomic reservation, putting all businesses in the area out of business.

TY/ITH the beginning of construction of Priest Rapids Dam by the Grant County Public Utility District in 1956 many workers from the Yakima country crossed the river on a temporary bridge built at the dam site.

Tourists and other travelers to the area had to make large circuits by way of Ellensburg and Vantage or the Tri-cities to reach the dam site in Grant County, so the Yakima Chamber of Commerce asked for a ferry crossing at Vernita that would permit a short cut. They obtained a promise from the contractor that workers would be required to use such a crossing. However after Darrel Boylan started ferry service at Vernita in November 1957 with the barge Prosser and the tug Arcturus, workers continued to use the dam bridge bringing about a suit by the ferry owner.



OLD Richmond cable ferry loading sheep.



TUG and barge run at Vernita by Boylan.

traffic east over the old Wahluke slope to the Othello area and points east.

Highway construction was a cooperative venture by the federal and state governments. The In 1953 the state legislature latter took over the Vernita had called for a toll free ferry ferry service in May 1961 and at Vernita when a then pro- operated a toll free crossing. jected AEC plan would material- Traffic using the ferry has exize to throw open the reser- panded rapidly in the last few vation in Grant County for travel years. On weekends the large number of cars waiting to cross has caused trouble in the waiting lines.

The final phase in the river

crossing at Vernita has been the construction of the bridge. There has been a struggle between advocates of a low and a high span to permit river traffic for a projected plan of development of inland river transportation. The low bridge group won out however.

A new phase in the cross river traffic at Vernita came with the recent dedication of the new bridge, where traffic was handled for a third of a century by Richmond's cable ferry.

