

HISTORY OF I. P. BILLS ISLAND

The development of what is now known as I.P. Bills Island in Island Park, Idaho, is largely the results of the activities and efforts of Ivan P. Bills and his wife, Yetta S. Bills.

The Island Park Dam was completed on the North Fork of the Snake River in 1938 and the land belonging to A. S. Trude, above the dam, was flooded to form the Island Park Reservoir. Prior to the flooding it was discovered that there was indeed to be what is now known as Bills Island. It was arranged for a crossway to be built before the flooding took place. The Island became a favorite place for Judge Trude's picnics and outings which were regularly hosted by his daughter, Virginia. Flowers, berries and wildlife flourished abundantly.

Upon the death of Judge Daniel P. Trude, his widow and two daughters decided to donate the island to the Boy Scouts of America. A meeting was arranged in Chicago and Virginia and her younger sister Jayne made the donation. The Scouts declined the offer due to the difficulty in administering the gift, and the island was then publicly offered for sale.

The girls were very disappointed and never again came to Island Park. Virginia often spoke of how nice it was to have many people now enjoying the beauty and serenity of the place, and hoped it would always be that way.

Ivan P. Bills, in 1945 at the age of 47, and after some 30 years in the automobile business, sold his auto agency because of ill health, thought to be heart trouble. A subsequent better diagnosis, followed by a gall bladder operation restored him to good health and he began to consider other things to do.

For years Mr. Bills had fished and hunted in the Island Park area and thought he might utilize his fishing knowledge and skills to create a business. In 1946, he purchased three or four small boats, equipped them with outboard motors, and established a boat rental and guide service. He operated from a trailer house located on Forest Service Land on the eastern side of the McCrea Bridge. With the short fishing season, the income from this business was scarcely adequate to provide a living.

Downstream from this location was the large summer and guest house (Lock Lavin Lodge) inherited by Daniel P. Trude, one of the four children of A. S. Trude, a famous Chicago Judge and legendary figure in Island Park History. Upon hearing of the death of Dan Trude, in the summer of 1946, Mr. Bills wrote to a friend, who was a lawyer in Chicago, to see if he could contact the Trude Estate in Chicago to determine if they would sell him the lodge.

After more than a year of correspondence, the Estate finally agreed to sell the property for \$15,000 provided Mr. Bills could send the entire amount in cash to his Chicago attorney in a short period of time. To meet this requirement, Mr. Bills had to borrow a substantial portion of the total from anyone who would lend him money.

Although Mr. Bills had wanted to purchase only the lodge and outbuildings, situated on a 65 acre tract, the estate refused to sell the property

piecemeal, so it was necessary to purchase the entire property. This included some 285 acres on the Island, and comprised all of the Island except for some 100 acres on the northeast portion belonging to the U. S. Forest Service. The purchase was completed in February, 1948.

That spring he and his wife moved in and arranged the lodge so that they had a couple of rooms for rent, an eating area, and a small fishing equipment and grocery store. Mr. Bills purchased a Higgins inboard motor boat which he used to take out fishing parties. Mrs. Bills took care of the lodge and cooked meals for the guests and other customers. They also sold boats and motors and ran a marina and camping area.

Initially, they regarded the Island as having minimal value. However, when some of their friends expressed an interest in purchasing small tracts for summer homes or cabins, they had the Island surveyed in the fall of 1948 for 112 lots along the water front.

When an area adjacent to the lodge was excavated for a boat marina, the material was hauled and deposited to form the present causeway for motor vehicle access to the Island and a road was constructed along the back of the surveyed lots. The selling price for the lots was \$1000 each.

One early sale was made to the Rexburg Boat Club to raise some urgently needed money. This was for seven large lots with a total area of about 12 acres.

Even though Mr. and Mrs. Bills worked hard long hours each summer, the business at the lodge was not very profitable. In the meantime, lot sales were increasing, with gradually rising prices, and in 1953 the lodge and property around it were sold to Mel Berritt of Riverton, Utah. The Bills then devoted their full attention to development and sales on the Island.

On lot 37 they built a log structure which they planned to use later as a two car garage, but modified for temporary living quarters. They moved there in 1954. Three years later (1957) they built and moved into their permanent cabin on lots 43 and 44.

In 1964 an additional 96 inside lots, across the road from the waterfront lots, were platted for sale.

For some 22 years, dating from the first property sales on the Island, Mr. Bills took care of all business concerning the Island. From the very beginning access to the Island was limited to property owners and their invited guests. Mr. Bills maintained the locked access and the roads. He made the rules and regulations pertaining to the Island and daily patrolled the roads and Island to insure compliance with the rules and to see that everything was in order.

A tribute to Mr. Bills in a letter to the residents of Bills Island from Jay Stout - June 30, 1970:

Mr. Bills is always the first on the Island in the spring, and the last resident to leave the island in the fall. He has lived on the island during such times since it was developed. In the springtime he has had the snow on the road plowed out so that cars could use the roads. He hired machines to do this work.

He has seen to the removal of trees which have fallen across the roads on the island, and has seen that the entrance gate has been maintained. In addition, as most of you know, Mr. Bills circulates around the island several times daily to see that trespassers are kept from being on the island, and protects the property against vandalism, theft and other injury. He also sees that the gate is kept closed and locked, and maintains a constant fire lookout.

Other services he renders for us are keeping in constant contact with the Fremont County Commissioners and the Targhee National Forest Supervisors with respect to getting the county road paved to the gate. He has been promised that this year the road will be paved; he has met every year, several times with the commissioners and has also met with the State Tax Commission relative to keeping the property taxes on the island in line with valuations of property in the surrounding area. He constantly checks to see that trees being cut on the island belong to people who own them; he has prevented the chasing of game with motorcycles, and keeps dogs from pestering the game; he checks outside fireplaces, particularly at the end of a weekend, to see that no fires have been left in combustible condition.

Wintertime snowmobiles are coming into the Bills Island area, the lake being a particularly fine place on which to use the vehicles. Many of these people are strangers to the island and the possibility of vandalism is very real.

Very few persons owning property on the island live there full time, and during the week the property, but for Mr. Bills' presence, would be virtually unprotected.

Mr Bills performed all of the above services without charge to us.

The following information was provided by Hac Cummings, an early resident of the Island who, with Ivan Bills, developed some of the lots and had a great deal to do with progress made.

"On more than one occasion Ivan told me that he paid around \$50,000 for the Trude summer home, the river front property and the island. The fifteen thousand figure quoted in the first booklet published about the history of Bills Island seems like a modest sum for that amount of property.

Ivan made the deal with the Trudes in the fall to take possession of the property the following spring. The home was completely furnished including dishes, flatware and bedding. Ivan and Yetta went to look at the property in the Spring while there was enough snow that they had to do a considerable amount of digging to get in. The house had been cleaned out, even the plumbing fixtures. Ivan tried to get the Trudes to make a price adjustment because the thefts occurred before he took possession. Trudes told him to take it as is or they would refund his money.

The several hundred feet of river front property was eventually sold as building lots. He had planned to run cattle on the island. However,

cattle would not eat the bitter pine grass so he discarded that program. I think before it started.

Andy Christensen's dad bought the first lot on the island. I understand they had to build a makeshift road to get to it.

When we (the Cummings) bought our lot in 1956 the island road was a one way road. You turned right when you came off the causeway."

THE BILLS ISLAND ASSOCIATION IS BORN

EARLY IN 1971, Mr. Bills (now 73 years old) and some property owners recognized that soon he might not be capable of taking care of everything by himself. They therefore considered it appropriate to form an association of property owners to perpetually take care of all matters of common interest to the owners. To this end, the Bills Island Association, Inc. was officially incorporated September 3, 1971.

Former resident and BIA Secretary for many years, Swede Anderson must be recognized for his contributions to the association. He was the one to organize the program to install the flag pole. He located the road grader in Soda Springs and arranged for the association to purchase it. He set up the computerized record system still in use today.

The first members of the Board of Directors were: Roy Stroschein, Ernest Landvatter, Andrew Christensen, Mary Smith Oldham, M. F. Freeman, L. B. Knutson, and Dwain Stufflebeam. These people all had been active in promoting the association and in formulating the Articles of Incorporation. The first chairman of the Board of Directors was Roy Stroschein.

A summary of items of interest dated in chronological order follows:

SOMETIME IN 1972/73, Mr. and Mrs. Bills granted a 99 year lease, with option for renewal, to the BIA for the land where the Security Contractor Cabin and auxiliary facilities are located.

A well was drilled and a total of \$6000 had been collected and invested.

A street light was installed at the gate. We no longer needed a flashlight to find the lock at night!

M. F. "Bud" Freeman, an Island resident year around, was hired as BIA Caretaker.

IN THE SUMMER OF 1973, Howard Renshaw initiated a reward fund with a substantial contribution. Reward signs were placed on the gate and were available to members for \$1.00 fee.

SEPTEMBER 15, 1973, I. P. Bills and the BIA signed a road agreement whereby Mr. Bills gave the BIA \$5000 to be held as a trust fund with the investment income to be used for road maintenance and in return the BIA agreed to assume the duty of perpetual upkeep and maintenance of the existing platted roads and the access road thereto from the public road (at the gate).

WINTER OF 1974. Howard Renshaw designed and built a snow machine pulled trail groomer. Bud Freeman, Howard Renshaw, Roscoe Brooks, and other volunteers kept the Island roads groomed for snowmobiling through the winter.

Fire protection equipment was obtained - a water tank from Roy Stroschein and a gasoline engine driven pump from Andrew Christensen.

THE NEWSLETTER OF JULY 1974 listed names of 82 BIA members and 42 non-members.

1975. The bulletin board was placed near the gate for messages and Roscoe Brooks was elected President of the Board of Directors.

1976. The association purchased a fire truck, good condition, four-wheel drive, a 500 gallon water tank and a high pressure pump operating two hoses. It could throw water over 100 feet. The association paid \$350 and the balance was paid from voluntary donations. The first winter the association had the fire truck Bud Freeman arranged to store it in Vern Zollinger's barn. The mice had nothing better to do so they almost filled everything on the truck, except the tank, with hay. After that the truck was kept on the island anywhere it could be covered, until the firehouse was built. A photo of this truck is on file in BIA newsletter of September 1976.

The annual assessment was raised from \$50 to \$75.

JULY 9, 1977, the Internal Revenue Service granted an exempt status to Bills Island Association under IRS Code Section 501 (c)(4). This status was based on the fact that the purpose of the association was to provide fire protection and security service to it's membership and that **NO PERSONAL SERVICES ARE PROVIDED TO THE MEMBERSHIP.** Hac Cummings, BIA Secretary, worked for two years to bring about the tax exempt status.

JULY 1978. Keith Smiley was elected President of the Board of Directors. During this period of time Hac Cummings and Swede Anderson, full time summer folks, decided it was time for the BIA Security cabin to be built. With the approval of the BIA President, Swede became the construction supervisor. With the help of part time association volunteers they planned to complete the cabin in the summer. The Association had \$20,000 in funds accumulated and with Mr. and Mrs. Bills donation of \$5000, Mr. and Mrs. M. Swartz donation of \$500, Lavar Turpin's donation of plumbing labor and materials at cost, the BIA Security Cabin building was started. Hac and Swede worked full time. Association members gave up their weekends and vacation time to help. At times there were 6 or 8 of them on the job. We have mentioned only a few of the volunteers names - there were many more.

The cabin was built entirely with volunteer labor and cash donations. The total cost this far was around \$17,000. After the building was completed Andy Christensen donated the carpet and the carpet installation.

Ed Shafer was selected as Security Services Contractor and worked on the completion of the cabin while living at Lakeside Lodge.

NOVEMBER 1978 NEWSLETTER. Description of the cabin. It has 816 square feet on the main floor, plus an upstairs. In order to obtain insurance for the cabin we had it appraised. The replacement cost was \$53,000.00 and it cost us \$23,500 to build. Building started July 20th and was completed October 14th.

OCTOBER 1979. Ed Shafer's contract was not renewed and Dewey Farmer, a recently retired Federal Law Enforcement Officer and Island property owner since 1956, helped us out as Security Guard for the two months before we selected Andy and Ann Anderson as the new Security Services Contractors.

Early in the fall and late in spring the fire truck was not in use due to freezing of the pump and plumbing system. It seemed to be necessary to build a firehouse to keep it in so that fire protection would be available for service until the snow made the roads impassable. There was good response to the request for donations to build a firehouse. It would take up much room to list all who contributed cash, work and materials.

The first winter Dewey and Helen Farmer lived on the island year-round, the road was plowed to the gate, allowing only one way traffic. The car that had the least distance to back up yielded the right-of-way. When the spring thaws began, their pickup slipped into a rut, causing \$250 worth of damages.

JULY 1981. Arden Hughes was elected President of the Board and a pay phone was installed at the gate. The county plowed the road all the way to the gate and cleared a large area for a parking lot outside the gate. BIA automobile windshield decals were made available for \$.50 each. Plans were made to organize a volunteer fire department in 1982. Annual assessment was increased to \$100 for improved lots.

1982. Through the efforts of Swede Anderson a flagpole was installed at the Security Cabin. Art Vollweiller donated the flagpole and donations were received to pay for concrete, re-bar, and a flag.

Ken and Betty Boyd were hired as Security Services Contractors.

1983. Outlets were installed at the gate, available for a fee to members for plugging in their head bolt heaters and/or battery chargers. The section across from the Security Cabin was cleared and marked for parking snowmobiles so residents and visitors could leave them while away from the Island. Pulling a leveling device with three snow machines Bud Freeman, Bob Ford and Dewey Farmer kept the roads groomed for snow machine travel. A fund was started to pay for the grooming.

JANUARY 7, 1984, Ivan P. Bills died suddenly of a heart attack at 86 years of age.

JULY 1984. Bob Brown was elected President of the Board of Directors. Roy Stroschein, a member of the Idaho State Road Commission, made arrangements for resurfacing the roads with a gravel base. He procured enough reject gravel to make island road repairs for a couple of years. This was the first major road repair that had been done. Roy and Bob Brown were in charge of the operation, and with a few volunteers, used an old horse drawn grader (pulled with a nice tractor), to build up and grade the roads. They did a very good job on the roads, but getting an operator and the weather to be just right at the same time was a problem. This outfit could not be operated in reverse so if a bad spot was not corrected in one pass it was necessary to go all the way around the Island again.

Finally a small gas powered Allis Chalmers grader was located. It was purchased for \$4000. Albert Wada furnished the truck and trailer to go get the grader from Soda Springs. Contributions were again solicited to pay for this new addition.

IN THE FALL OF 1984. The Board of Directors voted to install an electric gate. Board member Roger Ferguson was assigned to look into and work out the details of a gate with a card system. Roger generously volunteered to finance the gate and pay half the cost. The balance of the cost to be paid from money received from sale of cards. Cost of the cards was \$20 for the first and \$10 for each additional card. Two keys were given to each lot owner on the Island. Additional keys were sold for \$10.00 each.

Keys were also issued to Public Services, such as the Power Company, Telephone Company, Gas companies, QRU, State Police and Fremont County Sheriff. Trades people entering are to be the responsibility of the resident needing the service.

SOME TIME IN LATE 1984. Mrs. Bills signed an agreement with the Welling and Wasden group to grant an easement over the roads of the Bills development, to access their property, the original Forest Service property on the Island, which they had acquired by a land exchange with the Forest Service. In return, the Welling and Wasden Group conveyed to Mrs. Bills 4.35 acres of former Forest Service land, which according to a new Forest Service survey, the Bills had encroached upon when their earlier surveys were made. Most of the details had been worked out in meetings with Mr. Bills prior to his death and involved some agreements concerning the new property owners joining the BIA. Information from Hac Cummings that might be of interest as to how the Welling-Wasden group acquired the National Forest land on the Island. Dave Welling formed a limited partnership with mostly Ogden people as partners. They bought a 65 acre parcel Bills owned on the south side of the Shotgun arm of the lake along with five acres across from the Smiley (now Allman) cabin. The partnership had planned to develop it. The law provided that National Forest land can't be purchased outright, but it can be traded for land of equal value located in the same national forest. If there is a small difference in value the purchaser can pay a small percentage in cash. The

Welling-Wasden group had property which qualified. The two groups got together and worked out the exchange.

IN 1985, the Board of Directors proposed to have an annual island picnic the afternoon of the day of the annual meeting. The BIA would furnish the main meat dish and residents would pot-luck the rest of the meal. Location of the picnic to be across from the security cabin on the Bills property. Chairs and tables to be borrowed from the Church of Jesus Christ of Latter-day Saints. A picnic committee chairman would be asked by a member of the board and all residents on the island would be invited, regardless of membership in the BIA. Picnic chair-persons so far have been; Joyce Brown, Jerry and Marilyn Carter, Parke and Sharron Josephson, Gordon and Jolene Jenkins, Paul and Grace Price, Frank and Gerry Jacobs, Pat and Loye Patterson, and Virgil and Roma Price.

The Island picnics really started with Ivan and Yetta inviting whoever happened to be on the island to their place for watermelon. With a campfire, singing and lots of visiting, this was enjoyable.

IN JULY 1986 annual assessments were increased to \$150 per year. Glen Brown was selected as President of the Board of Directors. Martin and Carolee Harris were selected to be our Security Contractors.

JUNE 25, 1987. Yetta S. Bills, Eldred L. & Bernice Dance and Lindsay B. & Melba B. Hale gave a Quitclaim Deed to the BIA relinquishing their interest in the existing concrete boat ramp and land and the access land between it and the main road.

The Harris' did not renew their contract so again Dewey Farmer was asked to step in and provide security services until Andy and Ann Anderson could be brought back for the winter months.

SEPTEMBER 1987. The boat ramp was widened. We were advised by legal counsel to put up safety signs and the President of the Board of Directors, Glen Brown, assigned this responsibility to Dewey Farmer, his next door neighbor. Dewey surveyed the needs, designed and ordered signs, obtained permission from the Forest Service to cut the right kind and size posts to use to mount the signs, dug the holes and bolted the signs, all at legal height. Only one complaint—one woman claimed the sign blocked her view—so Dewey moved the sign. Dewey acquired another duty this year: when Margaret Stone was BIA Secretary, her husband Clyde took on the road grader operator job. So when Margaret trained Helen Farmer to do the Secretary work, Clyde trained Dewey to do the roads.

NOVEMBER 11, 1987. Yetta S. Bills passed away of complications from a fall and pneumonia. She was 88 years of age.

APRIL 1988. Andy and Ann Anderson's temporary contract terminated and

Dewey and Helen Farmer, Island property owners agreed to contract for the services for one year. Helen continued to serve as secretary to the Board of Directors. Pat Patterson volunteered to take Dewey's place running the road grader.

SEPTEMBER 2, 1988. Eldred L. and Bernice B. Dance and Lindsay B. & Melba B. Hale gave Quitclaim deeds to the BIA relinquishing any interest in the land where the Security Contractor Cabin is located (formerly a 99 year lease) and any interest in the roadways shown on Plats No. 1, & 2 I. P. Bills Island Home sites—the roadway between the gate and the Island and also the land under the high water level of the reservoir in front of the lots in the Bills' development. To compensate the BIA for any expense that might be incurred as a result of accepting the conveyance, the BIA was paid \$7,000 to use for any purpose the BIA board deemed best to serve the interests of its members. This Quitclaim Deed was accepted by Glen R. Brown (President) for the BIA.

SEPTEMBER 8, 1988. We received the Judgment on the Lawsuit of Muir Hahn, Betty K. Hahn and Mary M. McBroom, plaintiffs, vs. Bills Island Association, Inc., defendant, as follows:

In this action, the plaintiffs and defendant, having presented briefs, affidavits and oral argument, and the court being fully advised in the premises.

It is hereby ordered, adjudged and decreed that said plaintiffs Muir Hahn and Betty K. Hahn have the right to ingress and egress to their I.P. Bills Island property at all times, which property is located in Section 25, Township 13 North, Range 42 E.B.M.

It is further ordered, that said plaintiff, Mary M. McBroom has the right to ingress and egress to her I. P. Bills Island property at all times, which property is located in Section 25, Township 13 North, Range 42 E., B.M.

It is further ordered, that plaintiffs may remove snow from the gate at I.P. Bills Island over the roadway for access to their property at their own cost and expense and shall be fully responsible for their actions in removing snow from their easement and shall indemnify and save Bills Island Association harmless from all legal actions, costs and attorney fees resulting from their actions in removing snow from their easement. Defendant, Bills Island Association, Inc. is enjoined from interfering with plaintiffs' use and enjoyment of their easement, either in the summer or wintertime.

Plaintiffs' claim against defendant for specific performance of an alleged agreement to remove snow during the winter months from plaintiffs' easement is dismissed.

Each party shall bear his own attorney fees and costs.

/s/ DISTRICT JUDGE

OCTOBER 1988. The Bills Estate gifted the BIA the roads, land under the Security Cabin, land under the high water mark next to the island and the

small piece of land between lots 47 and 48 for access to the lake for residents owning inside lots. They also gifted the BIA \$7000 to be used wherever it was necessary. The Board decided to put \$5000 of this into the road fund and \$2000 into the general fund for repair and maintenance of the security cabin and to pay for labor on the newly installed fence.

Glade Wasden donated materials for 300 feet of a new three pole fence. Rex Wasden and Wayne Petersen furnished the rest of the 41 feet of materials to replace our old worn out fence. Labor was paid for by the BIA and volunteers put the necessary coat of log oil on for preservation.

The BIA under the direction of President Glen Brown issued membership certificates as required by the By-laws. Helen Farmer, Secretary did the lay-out for the design. Her family did the typesetting and Calligraphy.

1988 - Gerald Taylor, a member of the Board of Directors made arrangements for the purchase of an updated fire truck from the Rigby fire department. He had it taken to his garage in Rexburg where it was completely upgraded and put into top working condition. He then had one of his salesmen, a fireman, come up to the Island and teach Dewey and Bill Young to operate the new equipment. This new unit was completely paid for from fire department funds on hand.

Dewey and Bill were glad to get the new fire truck. They had such a good time with the old one - sometimes wondering whether it would make it up the hill past the causeway or not. Also, they laughed about the water leaking out of it - sometimes as much as was sprayed out on the fire drills!

FALL 1988. The county upgraded the road from the gate to the buttermilk "Y", raised it by 18", widened and resurfaced it.

The next step was taken by the Island Residents who donated \$12,000 to have the road oiled. This was completed and paid for by July 25th 1990.

JULY 1989. The first BIA booklet was published. This contained a brief history of the Island, the BIA, Laws, Rules and Regulations, Articles of Incorporation and By-Laws.

Glen Brown requested Dewey Farmer to make a count of cars in and out the gate on a busy weekend. Dewey counted 200 vehicles either in or out in one hour. After discussing this with Roger Ferguson and Dewey, their recommendation for an exit gate was presented to the board. Permission was obtained from Forest Service for right of way. Gerald Taylor was assigned to get information about cost, etc. The board decided to hold off for the present time because the cost was prohibitive.

New delay switches were installed at the gate. This prevented dual command of open/close on the gate and worked very well. Gerald Taylor was selected by the Board of Directors to serve as President of the Board.

SEPTEMBER 2, 1990. Eldred L. & Bernice B. Dance and Lindsay G. and Melba B. Hale gave Quitclaim Deeds to the BIA for the following parcels of

land:

1. An additional 0.4 acre south of the Security Contractor Cabin and extending to the shoreline of Island Park Reservoir. This deed contains restrictions to prevent frequent use as a playground or picnic area.
2. Additional land at the boat ramp site to provide more room for temporary parking of vehicles and boat trailers.
3. A 25 ft. wide strip of land along the north side of lots 93 & 93E to provide access by inside lot owners on Bills Island to Island Park Reservoir.

These deeds and accompanying conditions and restrictions were signed for by Gerald Taylor, President of BIA Board of Directors.

One of the stipulations of the above mentioned deeds was that there would be a fence along the property lines at the boat ramp and the property across from the Security Cabin. The Dances and the Hales granted Gerald Taylor's request to plant trees on the property lines instead of a pole fence. Keith Paskett volunteered his tree planting equipment and necessary labor to do this job if the BIA would pay for the fuel to operate the equipment. Keith and his grandson, together with the help of Dewey Farmer and Al Little, moved trees from the sides of the road that were going to have to be removed anyway, planted them, treated them with special shock prevention vitamins and then spent the summer hauling water to keep them from dying.

Al Little and Bud Cullum made arrangements to have our roads dust-guarded. It did cut down on the dust for awhile, but was not satisfactory for a road that has so much travel on it. Every time the seal is broken, the dust comes up through again.

JANUARY 1990. The East side of the loop road was closed to automobile traffic. This was to provide a place for snowmobile trails. The West side of the loop and on down to lot 133 was plowed for use of automobile traffic. The Road Plowing Committee contracted with Rex Prophet to keep the road plowed.

AUGUST 1, 1990. Dewey and Helen Farmer were replaced by Howard and Lucille Morgan as Security Contractors.

SPRING 1991. Stella Renshaw donated a beautiful park bench to be placed near the phone booth. This donation was made in the memory of Howard Renshaw.

AUGUST 1, 1992. Ann and Garth Brown were selected as Security Services Contractors.

FALL OF 1992. Our roads were upgraded again with 6 to 8 inches of new base. This work was done by Bill Chapman and his crew. He furnished the equipment, and the know-how. BIA cost was less than \$8000.00

JULY 1993. Gerald Taylor purposed that the dues be increased by \$25 to be used for road maintenance and obtaining a new grader for keeping the roads in good condition during the non-winter months. He also purposed to purchase a snow blower by donations and once purchased, donate this equipment to the BIA.

The snow blower would be operated by our security contractor and cost of maintenance would come from donations supplied by those paying to have their private driveways plowed. Anyone desiring to have a driveway plowed would contact the security contractor.

Through contributions, the snow plow committee purchased an Implatch snow blower attachment, snow plow blade and a 1989 Dodge 3/4 ton pickup truck. This equipment was paid for and donated to the BIA. The snow plow committee will maintain a small amount of the funds to take care of emergency repairs, or rental if necessary in the future.

While waiting for the equipment to be purchased and put into operation, Bill Chapman again came to the rescue by bringing his road grader to the island for use in maintaining the roads. The old road grader was sold for \$2000.00.

Sharon Josephson reported that snow plowing on the Island the winter of 1993/94 took Garth Brown, our security contractor, 300 man hours. At the rate charged by professional snow removers we have paid for half of our snow removal equipment. Garth was able to remove the snow from the roads at any time he saw necessary instead of waiting for the professionals to get to it. Ken Curtis reported that the roads this winter were better than ever. No roads in the Island Park area were maintained better. Thanks to Garth and Ann Brown for their efforts.

The exit gate was installed by Bill Chapman and put into operation. He donated the time, materials, and labor to build and install the new gate. It really helps on the traffic exiting the island. He also installed new wooden posts to match the fence, and repaired the gate hinges and strengthened the gate. This saves lots of wear and tear on the other gate and you don't have to use a card or key to get off the Island.

Annual assessment was raised to \$175.00 for improved lots and \$75 for unimproved lots.

The BIA funds are distributed as follows:

- Membership fees are put into . . .

Fire Department Fund

- Annual Assessments are put into . . .

General Fund for . . .

Security, Maintenance & Repair of Fence and

Cabin, Office Expenses, Loading, Ramp, etc.

- Funds from gate cards & keys . . .

Gate Maintenance

- Interest from Bills Trust and Voluntary Contributions . . .

Road Maintenance & Repair

WE HAVE A GREAT ASSOCIATION - LETS KEEP IT THAT WAY!