

Call J. V. Roberts at 10 pm

REPORT OF PRESIDENT

A short report of our past successes and failures will precede my suggestions for chartering our future course. The Terrace Heights Improvement Club was founded in 1936. Its impetus was to get action on a new bridge. In this we were successful.

The late Alex Miller urged us to two other accomplishments. He wanted us to have the County Commissioners establish a County Planning Commission and to have established zoning regulation so as to prevent the encroachment of the dump grounds and the slaughter houses in the direction of the new approach to the bridge. Also, he wanted us to plant trees along our highway approach to Yakima city limits, similar to the plan that was once undertaken below Yakima. In both of these we failed. Although we presented to the County Commissioners proper ordinances to protect the bridge approaches from further encroachments, they were not received with favor and we failed to get up enough enthusiasm around our own members to undertake any planned foundation planting of trees along our principal highway.

Our other major success was getting the bus line to Terrace Heights. Several of us went down in our pockets for \$25 or \$50 worth of bus tickets to enable the Valley Interurban line to buy a new bus and establish service to Terrace Heights in conjunction with a bus route to Moxee.

Your officers worked hard in getting School District No. 90 to buy land for a future school in Terrace Heights. Unfortunately, we did not work hard enough to get enough votes out in the first special election throughout the whole of District No. 90 to approve the construction of a modern brick school before the L-41 Order came out in April, 1942 stopping all new construction of school houses and public buildings.

Your officers have realized the inadequacy of fire protection in our growing district and two years ago sought to have fire hydrants installed in Terrace Heights by the water company. The Terrace Heights Water Company did not wish to install old fire hydrants that we located and could purchase cheaply and it has taken a disastrous fire to awaken us to the necessity of installing new hydrants in our area by popular subscription since the Water Company is unwilling to do it by adding the cost of the fire hydrants to the water service.

Plans for the future should include the following ;

1. Installation of fire hydrants before another winter season.
2. Formation of a water or fire district so that we can purchase fire fighting equipment from the ordnance salvage depots, so that with the installation of fire hydrants, contracting with the Yakima Fire Department to use our equipment to run to our fires, or employing the Rural Fire Department as our firemen, we can establish the conditions essential to having our fire rates lowered by the Rating Bureau.
3. We should encourage the school board in District No. 90 to maintain ownership of the present school house triangle as a future site for a community building, fire station and playground. With fire equipment housed there year around, the employees could supervise our playground for our teen-age children, and we could make the building serve perhaps for worthwhile community purposes after our new school has been built.
4. More school facilities will have to be provided than were originally intended in 1939, so some thought will have to be given how the funds will be raised. Another 5 mills this year and next might be a better way than a bond issue, if we can keep intact the funds already provided for this new construction.
5. The Home Economics Club is setting the pattern for us this week for what we should do in the future. On Wednesday night it is putting on in the school house a Red Cross party to raise \$50 or more for the Red Cross Drive. New residents of the community will be welcomed. More of these affairs should be held until we all get better acquainted. We have many fine families from the Kenworthy Truck Company in Seattle and the Hanford Engineering Works as well as town folks who have recently moved into our neighborhood and we should unitedly rally behind the Home Economics Club this week and repeat this party in all our future Red Cross and War Chest Drives.
6. If the construction of 60 new homes in our area materializes, we should have our bus service improved by having the schedule revised when they are occupied. The O.D.T. restrictions are that each scheduled run must be 60% occupied on an average, so there is a two-fold obligation - the first on the

Intervalley Lines to create and give us the new necessary schedules - and second on our part to use them, so that they will not have to be discontinued when started. I am sure that if there were enough patronage, the busses would go up toward the Country Club and loop around some of the other highways to the north of us.

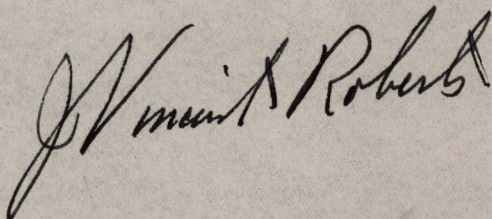
You will soon hear the financial report from our Secretary, Lloyd Wiehl. We are solvent and have no debts.

Before closing, I must give tribute, first to Harry LaBerge for having given us a good set of Articles of Incorporation that saves us annual license fees to maintain ourselves as a corporation; second to Lyman Bunting for having gone to bat for us for our bridge; to Lloyd Wiehl for helping out on our various school district problems; and to Mr. Weisberger who has given considerable thought and long-range planning on creating the Terrace Heights residential area.

It is for you who go forward with this organization to study the neighborhood development trends, so that any future small business district will be wisely built. I imagine, in time, a barber will want to have a spot between the two stores to give service to men, women and children in this area, and in time, other services will be wanted. A suitable baseball diamond and supervised swimming pool, either on the old or new school house site, will be desirable.

Let us have a stock pile of projects for the immediate post-war period so that our returning boys and girls will be proud of the way that Terrace Heights is maturing. In time we may even boast of our helicopter field for commuting between here and the airport or elsewhere in the valley.

We will now hear from Lloyd Wiehl.

A handwritten signature in dark ink, appearing to read "J. V. Martin & Roberts". The signature is written in a cursive, flowing style with a large initial "J" and "V".