

FURNITURE AND ITS MAKERS

"Learn One Thing Every Day"

No. 4. THOMAS CHIPPENDALE

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A young art student came to a furniture store in London, and the tale was of beauty of line, the dignity of proportion, and the introduction of mahogany in the manufacture of furniture. The art student afterward came Sir Joshua Reynolds, the world-famous painter. The furniture maker was Thomas Chippendale, known as "King of the Eighteenth Century Furniture Designers." And to these early friendly talks and arguments Chippendale attributes his reputation as a master of line and a genius of proportion.

Before the time of Chippendale most of the furniture was made of the best native woods, such as walnut or oak. Mahogany made a powerful appeal to him, because of its highly polished surface and the exquisite beauty of the wood itself; for the young cabinet maker who came up to London from Worcester had a passionate love of beauty and he was a master workman. From his father, who had achieved considerable local fame, he inherited this love, and he had learned how to make the wood carvings that are characteristic of his designs.

After a fire he converted four adjacent dwelling houses into a shop, which was situated on St. Martins Lane, the fashionable section of London; and because he protested against the amount of his taxes it seems probable he was prosperous. Moreover, he belonged to the Society of Arts, with Gibbon the historian, Richardson the novelist, Dr. Johnson the lexicographer, and Horace Walpole the politician. If you add to this that he married in 1748 and died in 1779, there is summed up practically all there is known of Thomas Chippendale himself.

Chippendale not only made beautiful furniture, but he made it the fashion. He was recognized by both the nobility and gentry not only as an authority on the subject, but as an artist. He was probably better known as a designer of chairs than of any other form of furniture. Chippendale was familiar with artistic designs in Japan, Italy, and Spain, and was ready always to take ideas from the humble as well as the great, as is shown from the fact that subscribers to his book, "The Gentleman and Cabinet Maker's Director," range from the Duke of Northumberland to a local bricklayer.

A large part of his reputation is attributed to this book, which was not so much a guide to his finished productions as an outline of the designs he would like to make. And these designs have served as a guide to furniture makers ever since.

No. 5. THOMAS SHERATON

At forty years of age Thomas Sheraton was a poverty-plagued journeyman cabinet maker and Baptist preacher in Stockton-on-Tees. Then in 1780 he went to London, where he found even a greater poverty, but where he also made a name for himself as a designer of furniture that was just as long as the world loves beautiful things. The fifteen remaining years of his life were tragically sad.

Sheraton's knowledge was gained through years of hardship and privation. He lived to see his chosen art reach its zenith and then to see it fall away. He had scarce perfected his creations when they were overwhelmed by a wave of bad taste that swept much beauty from English furniture.

When Sheraton reached London he hadn't enough money to set up shop, much less to employ skilled workmen. So, instead of making furniture, he

wrote about it, varying it occasionally by writing sermons or tracts. He made little money, but many enemies, for he had a bitter tongue.

Adam Black, afterward the famous publisher, was then a printer's apprentice, and lived for a time in Sheraton's humble home. "The night I arrived," Black wrote, "there were two cups and saucers, one of which I used, Sheraton's wife sharing her young daughter's porridge bowl."

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as to give a greater circulation of air. There was likewise a hollow-sounding chair, which became popular for the ease with which a butler could reach across for a stray glass or piece of china ware. Possibly his "conversation chair" was the most original of all, designed as it was for the beaux of Georgian times whose countesses were too easily to be sat upon. The proper position in this chair was for the sitters to face the back of the chair, with his arm resting on the top rail, so that his countess could hear him. The so-called "Pouch Table," much beloved today by neat housewives, was Sheraton's invention. It was a work table with a pouch of silk on each side.

Besides his great book, Sheraton got up a handbook for the benefit of his brother craftsmen, in which he gave in a helpful manner minute descriptions of his various pieces. The spirit that prompted him to do this was the finest thing in Sheraton's nature. He had his faults. He was narrow, self-centered, and bitterly resentful of the success of others; but he believed it to be a man's duty to give to the world the benefit of his full knowledge, and he sacrificed himself through life to do this.

No. 6. GEO. HEPPLEWHITE

Although there are scores of experts who will point to a piece of furniture and say, "That is a Hepplewhite," there is in fact not a single authentic example of this man's work. He did, however, publish a book, "The Cabinet Maker and Upholsterer's Guide, or Repository of Design for Every Article of Household Furniture in the Newest and Most Approved Taste," on which his reputation rests. This book went through three editions in 1788, two years after the author's own death.

George Hepplewhite was one of the great names in furniture making. The design in his work is characterized by comfort rather than artificiality. With this is combined great technical excellence and extreme lightness and durability. Curiously, however, these designs are not all of equal value. Some are as good as the best work of any era, while others are most commonplace.

Before Hepplewhite's time the sideboard had been used as an ornament only. He made it useful as well, by giving to it the functions of the old time buffet.

Although even at that time tea cost five dollars a pound, it was had become very popular throughout England. Hepplewhite introduced many articles that had to do with the tea service. Many peculiarly constructed and choice urn stands, tea trays, chests, and caddies are attributed to him.

Hepplewhite's furniture had an interesting characteristic. The legs tapered delicately on the inside faces only, and were finished with a ball or square foot. This gave the impression of grit and power to otherwise fragile furniture.

There were several stock designs or ornaments of which this furniture maker made frequent use. He was particularly fond of inserting, ovals in the backs of his chairs. Frequently a carved ear of corn was used as a decoration. Hepplewhite also made abundant use of a Prince of Wales feather in delicate carvings combined with an inlay of colored woods. This use of the royal plume was attributed to his loyalty to the Prince of Wales.

It was conclusive proof of the popularity of the Prince's party when the illness of George III caused such national strife.

The fact that he was accused by his enemies of placarism does not detract a bit from his real position. It shows rather that all real artists, he remained a student until the close of his career. He never declined to profit by the experience and teachings of others, even of those less eminent than himself.

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SPECIAL NEWS LETTER

Published by The Idaho Agricultural College, University of Idaho.

During the last few years the department of horticulture has made a great many permanent improvements. Its usefulness has been extended by increased equipment in new laboratories, greenhouses, grounds, various kinds of horticultural implements and a large technical library.

The work done in the college is best exemplified by the record of the students which it has been graduating for the past three years. While the department does not guarantee a position to any student, yet experience has shown that the demand for well trained horticulturists is greater than the supply. The following graduates in horticulture are all making good.

E. B. Griner is now a practical orchardist in the famous Wenatchee Valley. Mr. Henry Smith is fruit inspector at Casimere, Wash. Mr. C. H. Hurd is professor of agriculture, Nebraska Normal school, Peru, Neb. Mr. Clarence Edmundson is assistant to the dean of agriculture, University of Idaho. Mr. Clifford Edmundson is fruit inspector for Latah county, Idaho. Mr. Lee Fluharty is assistant U. S. game warden, Walla Walla, Wash. Mr. Alvin Hunting owns a farm in Oregon. Mr. William Funston is professor of agriculture, Idaho Falls high school. Mr. C. H. Hurd is assistant horticulturist, Mississippi Agricultural college, Miss. Mr. L. H. Gorman is assistant horticulturist, University of Arkansas. Mr. W. B. Stokely is teaching agriculture, Winchester, Ind. The students are required to visit the Walla Walla and Appleton orchards each year and also the University of orchard tracts. The equipment in this

GOOD telephone service depends largely upon mutual courtesy. The telephone is more useful to those who talk as if face to face, for civility removes difficulties and facilitates the promptest possible connections.

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department is used by the students in a practical manner whenever possible and this fact coupled with the class room work fits them for positions of real merit.

In the experiment station the leading lines of work are in apple breeding, canning, of fruits and vegetables, pruning experiment, orchard irrigation at Payette, culture of various vegetables, testing of small fruits. Recent publications of this department include the "Farmers' Vegetable Garden," "Strawberry Culture in Idaho," "Spray Calendar for Orchard and Garden" and "Tomato Culture in Idaho" is now being prepared.

Prof. W. H. Wickes, head of this department, is constantly in touch with the horticultural problems of the state. This work, coupled with the various business trips throughout the state on institute work and judging horticultural products at agricultural fairs enables the most approved and business-like methods to be demonstrated to students in the class room.

Prof. C. C. Vincent is making a special study of Pomology and endeavoring to keep our present high standards in this line of work.

Mr. C. V. Schrick, gardener, Mr. H. F. Quarry as foreman and Mr. Gussell as tenniser all add to the efficiency of this department—Prof. W. H. Wickes.

Dairying

Mr. Robert A. Lamson, a graduate from the Wisconsin Dairy School, has taken Mr. Strate's place as assistant in dairy manufacture. Mr. Strate has gone to North Yakima, Washington, to look after his farm near that place.

Mr. I. J. Hibby, who received the degree of S. Agr. last June has accepted a position as assistant in dairying at Pennsylvania State College.

Home Science

The Home Science department is now occupying the third floor of the Agricultural building. There are two cooking laboratories with the latest types of tables, electric hot plates, electric ranges and other general equipment. Additionally the junior and senior laboratories is a dining room which promises to be very cozy and convenient. The lecture room is just across the hall from the dining room and here we will not only hold our classes but the Home Economics club will hold its sessions.

Teachers' Wages Long Ago

The scale of teachers' wages prevalent 55 years ago in Vermont, as shown by a communication to the Morristown Messenger, is interesting as compared with the present pay, which is admittedly too low. Eleven dollars to a female teacher for a whole term and \$18 to a male teacher for the same period is something nought-standable now. Those teachers taught the "three R's" and kept order, their ability to the latter respecting being the chief consideration when they were engaged. All for 36 cents a day and board in the case of a man and about 15 cents a day and board in the case of a woman—Rutland News.

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FOR THE HAIR

If your hair is too dry—brittle—colorless—thin—falling out—use Parisian Sage—now at once. It keeps itching scalp, cleanses the hair of dirt and excessive oil, removes dandruff with ease, softens, and makes the hair grow. It is a hair tonic—day after day. It will not dry your hair and make it grow, but give it the beauty you desire. Skeels-Wiley Drug Co.

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INDIVIDUAL RESPONSIBILITY.

Twin Falls has on several occasions put on celebrations and fairs and made a marked success. On several other occasions the celebrations have been flat failures. In every case of failure the reason was clear and plain. It was not the lack of money or lack of effort of those in charge. The whole fault can be laid at the door of each individual citizen who was content to stand back and let somebody or nobody, as it more often happened, do his part. Next week Twin Falls has advertised a carnival and aviation meet with unusual attractions which will surely please. Compared with these attractions have been advertised several parades and spectacular stunts which are dependent for success upon the initiative of individual citizens. Two fair citizens are proud of their city and should show it by doing a little extra work to create a favorable impression on the many visitors who may come during the carnival. The automobile parade should find every owner of an automobile entered in that parade with his car decorated for the occasion. The Old-and-Young parade should be on the mind of every citizen who is a member of the parade. You have no right to stand on the street corner and criticize the effort of the loyal booster who may be in the parade doing his part to make it a success. Your place is in the parade or to at least see that you have a substitute in it somewhere. Pay some one to do the work of preparing your float if you cannot do it yourself. Above all just get the idea that you have some responsibility for the success of every public undertaking in this city.

THE NEW BREED OF RAILROAD MANAGERS.

The old-fashioned railroad president thought he was doing pretty well if he managed his railroad successfully. He of the new breed regards it as necessary to manage the public also—sometimes a more difficult matter, as Mr. Charles S. Mellen found it to be. The retirement of Mr. Mellen, perhaps the last of the "old breed" to hold such a conspicuous post, leads The Railway Age Gazette to philosophize a little on the passing of the old order—"an epoch," it says, "in the history of railroads in this country." Under the old régime, while railroads were theoretically public service corporations, they were not so in practice, says this journal; and they were not so regarded by their managers, who believed that it was almost their sole concern to earn dividends. Says the writer:

"The law regarded railroads as public servants. The managers recognized the theory, but to a large extent ignored it in practice. They submitted to the letter of legal provisions regarding rates and service, only in the measure that these were vigorously enforced by unusually energetic and aggressive public officials. But they often did not conform even to the letter of the statutes, and very commonly they violated the spirit of their function of public service."

"During the last ten years, under the pressure of public regulation and public opinion, the attitude and conduct of railway managers have been undergoing a remarkable change. This has been due in no small measure to changes in the personnel of the managers. Some of the older leaders of transportation have demonstrated themselves as unlikable qualities by adapting themselves to the changed conditions. Many of them, either in the ordinary course of events or owing to the development of conditions to which they could not adapt themselves, have been retired. There has, consequently, sprung up a new generation of managers—some of them now only in the adaptation of their policies to the spirit of the time, many of them, as managers, new in fact. The members

of this new generation are animated not only by the desire to earn profits for their employers—a desire as sound as any in large measure they would be commercial entities—but also by the desire to perform fully and loyally their function as servants of the public. They recognize the difficulties in the way of performance of their dual duty, but they accept unreservedly its responsibilities.

"Mr. Mellen belonged to the last generation of the railway managers. Able and ambitious, he proved himself incapable of performing the functions of a public servant. Perhaps his deficiency was not so much lack of ability to do the work of a public servant well as lack of ability to do it satisfactorily. At any rate, he showed such lack of capacity for adapting himself to contemporary conditions that it became evident to everybody else long before it did to him that his days as a railway manager were numbered. His retirement will mark the abdication of the last of the railway exarchs. It will be of no less significance in the country as a whole than in New England, for it will eliminate the last of the managers whose ability as executives was equaled by their ability to arouse antagonism almost, if not quite, to the interests of the railroads as downright inefficiency in operation."

What is the public going to do in the face of this managerial revolution in the railroads? Does it appreciate the change in their attitude toward it? Will it modify the policy it has been following with reference to railroads during recent years? If the public attitude and policy are not to be greatly changed, the writer believes that there is serious trouble ahead for the railroads and the country. He says:

"To sum up the situation in a word: will the public call off the railway baiters for a while and give the new generation of railway managers a fair chance? There is no doubt that the sentiment of the public toward the railroads has softened very much. Unfortunately, while the public is no longer urging forward attacks on railroads it is not requiring them to be stopped. This is clearly shown by the statistics regarding the number of laws to regulate railway operation which have been passed by the state legislatures during the present year. Most of these laws are harmful to the railroads and do the public no good. The public has compelled the railway managers largely to reform. When, if ever, is it going to compel the lawmakers and administrative public officials to reform? When is it going to recognize the fact that by permitting legislatures and railway commissions to impose numerous unnecessary restrictions and burdens on railway companies it is permitting them to make it impossible for the new generation of railway managers to live up to the modern conception of the function of the railway manager as a public servant?"

"The public is often strangely forgetful of the fact that it, as well as the individuals composing it, has duties and responsibilities. However, the situation does not afford ground for pessimism. Public officials always lag somewhat behind public opinion. The change in public opinion with reference to railroads seems to be unmistakable; and, perhaps, in due time, the conduct of the servants of the public will catch up with the views of the public."—Literary Digest.

UNCLE SAM'S FREIGHT CARS.

This is an argument in favor of government ownership of railway freight equipment—but not of the railroads themselves.

There are those who believe that the time is ripe for our government to take over the railroads. And they also believe that great reductions in rates and fares would result, while at the same time the net revenue accruing to the government after deducting its operating expenses would soon have the coffers of our treasury overflowing.

I shall not stop to deny that government ownership of railroads may become practical within another generation or two. It certainly is not practical at the present time. And it is doubtful if any one living today will ever see the federal government successfully operating the railroads.

It is not my purpose, however, to argue that this step, but a much simpler one of real reform.

Government ownership of railway freight equipment is a very simple solution of our transportation problem. It is entirely practical, and could be put into effect with such ease that it would in no way disturb general business conditions. On the contrary, I believe that the country would enter upon an era of prosperity the like of which has never known.

That there would be no serious opposition to this plan is evident, because:

1. It will benefit the shipper; the railroads, the government, and the public.

It will effectively prevent car shortages, and all shippers will be able to secure equipment promptly upon request.

It will prevent any possible chance

of discrimination in furnishing equipment.

It will at once put the government in close touch with the movement of all freight traffic.

It will at once give the railroads all the capital they require for increased terminal facilities, additional motive power, and general improvements.

It will not affect the present railroad officers and employees.

It will not materially change the present method of operation.

It will not change the present existing freight rates.

It will not affect present earnings and dividends—except to increase them.

It will not affect the Interstate Commerce Commission.

It will not affect the present ownership of railroad tracks, locomotives, or anything else connected with railroads other than freight equipment.

At the present time there are in use approximately 2,500,000 freight cars which should be purchased by the government at an average price not to exceed \$500 per car. This would result in an investment of \$2,000,000,000; and to this should be added approximately \$1,000,000,000 for storage yards making the total cost to the government approximately \$3,000,000,000.

The storage yards should, of course, be located at various points throughout the United States and accessible to all railroads, so that cars could be furnished to any line promptly upon request and returned to the government yards by the railroads when not in use.

The charge to be made by the government for the use of equipment is, of course, a matter of detail to be worked out. But I personally consider that the government should charge one cent per car per mile, plus one cent per car per mile for the charge. (At the present time the railroads have in effect a per diem rate whereby they pay forty-five cents per car per day for all foreign cars on their line; and they pay owners of private car lines three-fourths of a cent or more per mile for the use of their cars.)

The charge of fifty cents per car per day would be sufficient to secure the prompt handling of all cars by the railroads; for the transportation department of the various lines would be anxious to get the cars off their rails at the earliest possible moment in order to be relieved of this charge.

The average movement of a freight car (including periods of idleness) is about twenty-four miles per day; based upon this, and assuming charges as mentioned above, the earnings of the government would be \$125,000,000, while the total operating expenses, including interest on original investment, are only \$200,000,000. Thus the net revenue accruing to the government, after deducting all expenses, reaches the stupendous total of \$175,000,000 per year.

This would at first appear to be an excessive charge, and you might infer that the present earnings of the railroads would be greatly reduced. Such is not the case, as the earnings would be considerably greater than at the present time; for sufficient equipment could be had at all times by the railroads, whereas under the present system the loss to the lines each year through lack of equipment is enormous.

This loss to the railroads also means a great loss to the shippers and consumers. The shipper loses the use of his goods or, should the goods be perishable, loses the goods themselves; while the consumer's loss is measured by the difference in the price he is obliged to pay on account of the demand for the article he desires being greater than the supply, and this condition, when traced back, is found to be due to the fact that the railroads were unable to furnish equipment to bring the goods to market.

In addition to this the railroads and the public suffer a great loss every year on account of insufficient terminal facilities. This is due in large measure to the lack of sufficient funds; and many are the companies who are today endeavoring to increase their capital stock, or issue bonds and notes, to invest in improved terminal facilities.

Government purchase of freight equipment would at once give the railroads ample capital not only to increase their terminals, but also to meet all demands in the way of improvements for years to come—besides leaving a large surplus in their treasury.

As a concrete example of what this would mean to the railroads, take, for instance, the Pennsylvania, east and west, which has in use at the present time 24,655 freight cars. These cars, purchased at \$500 each, would give the Pennsylvania a total of \$12,327,500, or \$23,812 per mile for each freight equipment, all or any part of which they could invest in improved terminals and other betterments.

Or take one of the smaller lines such as the Buffalo, Rochester & Pittsburgh. It now has in use 17,744 freight cars, for which it would receive from the government \$14,192,800, or approximately \$24,000 per mile of road.

This chance would enhance the value of railroad securities, as the

earnings power would be greater for reasons above explained, and with increased earnings come increased dividends—which in turn result in higher values of securities.

Further, this would enable the railroads to progress at once beyond a point that under present conditions will take them fifty years to reach. And the American people would enjoy which could not be improved upon. At the same time the net income to the government would exceed one million dollars per day, while the railroads would be operating under less expense than at the present time.—Everybody's Magazine.

TALKS ON THRIFT.

NO. 3—SAVING AN OBJECT.

"If you want to know whether you are destined to be a success or a failure in life, you can easily find out. The test is simple and it is infallible: ARE YOU ABLE TO SAVE MONEY? If not, drop out. You will lose. You may think not, but you will lose as sure as you live. The seed of success is not in you."—James J. Hill.

One of the best ways to get out and keep out of a rat is to have some fixed object to work for. Save money for some definite, worthy object and you will find it comparatively easy, while without such an aim it is hard.

The value of saving with an object in view is proved by the success of the many thrifty persons—especially those on wages or salary—who acquire ownership of their own homes on the monthly payment plan. You will find that you can save if you have to save. Therefore, realizing this, if you are earning more than you need you will endeavor to give yourself a regular obligation to meet by choosing some object for which to save.

Now for a consideration of some of the possible incentives for saving:

Every earnest man should early make it part of his life plan to protect himself and his loved ones from dependence and want in case of interruption of income or other misfortune, and to make possible a care-free old age. The latter must be considered, for one of the saddest things is poverty in old age. The evening of life should be calm and restful. Too often it is embittered by hopelessness, many times out of ten, to lack of financial independence.

If you are an ambitious young householder you want to own your own home. But you can't do it unless you can make a cash payment. And

if you are like the great majority of persons, you can't make such a payment unless you have been saving money regularly and systematically.

When you buy a home you will acquire a feeling of independence and be freed from a great many annoyances. You will be your own landlord and will not have to let possible buyers be shown through your home at any time.

It may be that you are not yet married. Then save with the object of getting married. Possibly you want a college education. Save for that worthy purpose. Perhaps you want to go into business for yourself some day. It takes money to do that and the chances are that nobody will hand it out to you on a silver platter. You must earn and save it yourself.

If you consider earnestly all the things you could accomplish if you had more money at your disposal, and then stop to think that a great many of these things are surely within your reach if you practise thrift and keep your eyes open for opportunities, you will have all the incentive necessary to save money.

Remember this, your earnings get into the bank whether you put them there or not. If you are saving some of your income and systematically putting it away where it will work for your benefit, or is at all slipping through your fingers into the pocket and bank account of somebody else?

SENATE PASSES TARIFF MEASURE.

(Continued from Page 1.)

President Marshall appointed Senators Simmons, Stone, Williams and Penrose, Lodge and LaFollette, Republicans, as the senate conferees.—Senator Stone withdrew from the committee and Senator Shively was appointed in his place. The house conferees, it was reported Tuesday night, will be Representatives Underwood, Kitchin and Rainey, Democrats, and Payne and Fordney, Republicans.

Each house will have an equal vote in the conference committee, even though each does not have the same number of conferees. The final struggle began at 4 o'clock, when, under a previous agreement, arbitrary votes began on pending amendments. In the closing hours of debate Senator LaFollette had been the center of interest. He proposed final amendments in the cotton and agricultural schedules and discussed some features of the bill which he deemed favorable.

It was nearly 5:30 when the vice president put the bill upon its passage. Senator Ashurst, first on the roll call, proceeded deliberately into the clerk's chair, "LaFollette." The Wisconsin senator, seated in the front row, hesitated a moment. His head

was bowed and resting on his hand. He leaned forward a trifle and vigorously answered "Aye."

Instantly the applause broke from the galleries and senators on the Democratic side joined in enthusiastic hand-clapping, nearly ever Democrat on the floor participating in the demonstration. When the name of Senator Polk, the only Progressive senator, was reached and he contributed his vote for the bill, the applause was renewed.

After the vote Senator LaFollette said:

"I realize what I did was a political sacrifice, but that within me compelled me to vote for the bill. The tariff act of 1909 was but little short of a crime; this bill passed is not a Democratic measure but a protective measure. Every change made by the finance committee was made by way of adjustment to a protective basis, except such as free wool and free sugar which were determined upon outside."

Senator Polk added of his vote:

"I voted for the senate tariff bill because it is as a whole a better bill than the Payne-Aldrich law, now in force. Furthermore, it contains an income tax which we have been trying to get for 20 years."

"Some of the rates are too high and some are too low—but its general average on manufactures is high enough. Its classification is far from scientific, but not more so than the existing law."

One important change made gives the secretary of the treasury power to censor all moving picture films. An amendment by Senator McCumber proposing higher duties on barley, oats, wheat and flaxseed was rejected 48 to 25 and one by Senator LaFollette for a 5 cent duty on wheat was defeated without a roll call.

Senator Jones, acting for the finance committee, secured the adoption of an amendment modifying the provision of the bill that authorizes the secretary of the treasury and collector of internal revenue to employ income tax officials without regard to the civil service laws. The new provision leaves it optional with the officials as to whether or not they will employ from the list of civil service eligibles.—Statesman.

BEER FOUND IN POCATELLO.

Three Sacks Found by Gate City Officers.

Two or three sacks of the amber fluid that is the badge of successful local option was the net haul of officers from the sheriff's and police departments last night.

Nattie Hardwick, who conducts an institution for nocturnal visitors at 427 North Fourth street, was taken in on a charge of bootlegging, and after a close surveillance of the place, the officers pulled the raid at the right time and got the sack.

Mattie will be given a hearing this afternoon before Judge Knowles.—Pocatello Tribune.

Want Ads pull. Did you ever try the Times?

You Need Blankets and Underwear

Cold weather has put ginger in warm clothes selling. Never were we better prepared—quantity purchases have made it possible to offer better values than ever before.

Cotton and Wool Blankets

This stock of blankets is superb in quality and soft, fluffy fineness. Cotton blankets priced at 50c to \$3.50. Wool blankets, of best combed wool and in different colors, at \$5.00 up.

Underwear That Is Better

Let us explain the superiority of Athena underwear—why it makes better fitting clothes—why it's better goods and costs no more. Everyone trying Athena is a friend forever. Buy underwear for the children at Booth's.

15 Outing Flannel, Special for 10c Yard

The greatest value of the season—prettiest patterns—of regular 15c value—1000 yards go at 10c. Don't delay on these.

Booth Merc. Co.

PROFESSIONAL CARDS.

PIANO TUNERS.

S. G. HULL

Piano Tuner.

22 years' experience, 5 years in Twin Falls. Tuning, voicing and action regulating. All work guaranteed. Residence, Robinson Hotel, P. O. Box 574.

DENTISTS.

DR. D. BROWN LEWERS, Dentist.

Specialist in Crown and Bridge Work. Over Varney's Hardware Store, Gulbert Building, Telephone 109.

TWIN FALLS, IDAHO

ATTORNEYS.

C. M. DOUTH, Lawyer.

Land Office Practice. Irrigation Law. First National Bank Bldg.

SWEETLEY & SWEETLEY, Attorneys-at-Law.

Will practice in All Courts.

TWIN FALLS, IDAHO

Member Twin Falls Commercial Club.

W. P. GUTHRIE, Lawyer.

Rooms 3 and 4 Fox Building, Main Avenue.

TWIN FALLS, IDAHO.

J. H. WISE, LAWYER.

Office rooms 6 and 7, Twin Falls Bank and Trust Co. Building.

Twin Falls, Idaho.

EMPLOYMENT OFFICES.

WIDE AWAKE EMPLOYMENT OFFICE.

Farmers, Hotels and Contractors, any kind of help you want.

H. D. SCOTT

120 Main Ave. N. Phone 353.

UNDERTAKERS.

P. J. GROSSMAN, Successor of C. J. Walker.

Open Day & Night. All Calls Responded to Promptly. Private Ambulance.

Händler Bldg. 220 Second Ave. East. Phone 110.

Twin Falls, Idaho.

THE CROSBY CO.

Charles J. Crosby, Lady Assistant.

Funeral Director, Graduate and Licensed Embalmer.

Best Ambulance in Idaho. County Coroner, Phone 103-Red, Day or Night.

JOHNSTON BLOCK, 112 2nd Ave. W.

FRATERNAL SOCIETIES.

M. W. A. CAMP No. 10890

2nd and 4th Wednesday.

F. O. E. Hall.

E. HODGES, Consul.

Telephone No. 353. Paul Smith, Clerk.

Twin Falls Lodge No. 23 I. O. O. F.

Meets every Thursday evening at 7:30 in Odd Fellows' Hall. Visiting Brothers always welcome.

G. H. SCHWIEGER, N. G.

H. A. CRYDER, Secretary.

IDAHO SOUTHERN RAILROAD COMPANY.

Train Schedule.

Effective Sunday, March 16th, 1913.

Daily No. 2 Stations. Duty No. 10.

12:05 p.m. Lv. Gooding. Ar. 5:55 p.m.

12:20 p.m. Lv. Bennett. Ar. 5:30 p.m.

12:40 p.m. Lv. Wendell. Ar. 5:20 p.m.

12:55 p.m. Lv. Appleton. Ar. 5:10 p.m.

1:10 p.m. Lv. Jerome. Ar. 4:50 p.m.

D. C. MACWATERS,

Vice-Pres. and Gen. Mgr., Milner, Ida.

E. S. JACKSON,

Superintendent, Gooding, Ida.

J. H. RADCLIFFE,

G. F. & P. A., Milner, Idaho.

It Is An Absolute Fact

That your home can be perfectly heated with pure, healthful, constantly-renewed warm air, free from dust, gas, and smoke; and that a good Warm Air furnace will do it.

H. A. Brizee

126 2d St. East.

HAVE IT TUNED

The worthy old gentleman who said, "Music bath charms—" did not refer to the sound that comes from a piano that's out of tune.

G. A. TOBEY

T. F. Music House Phone 140

Twin Falls since 1908

NOT MUCH OF A BUSINESS MAN

If you borrow money on good security and don't get it from HENRY J. WALL.

Rock Springs and Hiawatha

COAL

Coal that pleases and gives the heat

NIBLEY-CHANNEL LUMBER CO.

Phone 28

LARGEST INSURANCE AGENCY

Twin Falls County

INSURANCE AGENTS.

Royal of London.

London & Liverpool & Globe.

Sun of London.

Connecticut of Hartford.

London Assurance.

Scottish Union & National.

St. Paul Fire & Marine.

American of Newark.

Colonial Underwriters.

Fidelity Phenix.

Lloyds Plate Glass Co.

United States Fidelity.

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To the owners of lots as hereinafter described:

You, and each of you are hereby notified that the assessment roll for sidewalk assessment to cover the cost of construction of sidewalks, in front of, abutting on or adjacent to the lots as hereinafter described, has been filed in the office of the city clerk of said City of Twin Falls, and that the city council of said city will meet in the council room over the First National Bank in said city on the 15th day of September, 1913, at eight o'clock P. M. on said day for the purpose of hearing and considering any and all objections that may be made as to the justness and correctness of the amounts as assessed.

The respective amounts charged against each lot, together with the owner or reputed owner of the same, the sum of each of such sidewalk constructed and the description of the property are as follows:

Constructed and the location of the property.						
Lot	Block	Owner.	No. Ft.	Amount.	Eng. Fees.	Total.
1	86	J. Yochem	125	\$ 61.25	\$ 3.00	64.25
2	86	J. Yochem	25	15.25		15.25
A Maxwell's						
1	Sub.	F. A. Hutto	105	51.45	3.00	54.45
2		J. Yochem	25	12.25		12.25
3		J. G. Sloan	25	12.25	3.00	15.25
4		M. W. DeNoyer	25	12.25	3.00	15.25
5		F. H. Wilmarth	25	12.25	3.00	15.25
6		John Gourley	25	12.25	3.00	15.25
7		Nettle Durpay	25	12.25	3.00	15.25
8		N. S. Goudie	25	12.25	3.00	15.25
9		J. S. Keel	25	12.25	3.00	15.25
10		W. F. Prescott	25	12.25	3.00	15.25
11		J. L. Dilworth	25	12.25	3.00	15.25
12		R. Philbo	125	61.25	3.00	64.25
13		A. B. Mann	125	61.25	3.00	64.25
14		W. McLaren	125	61.25	3.00	64.25
15		F. Bellville	125	61.25	3.00	64.25
16		Lulu Herrick	125	61.25	3.00	64.25
17		E. W. Davis	125	61.25	3.00	64.25
18		E. W. Davis	125	61.25	3.00	64.25
19		J. McManus	125	61.25	3.00	64.25
20		J. McManus	60	36.75		36.75
21		McManus	36.75	36.75		36.75
22		C. A. Ames	60	36.75		36.75
23		Nannie Hamilton	60	36.75	3.00	39.75
24		J. M. Maxwell	60	36.75		36.75
25		A. L. Ward	125	61.25	3.00	64.25
26		Jos. Russell	25	12.25	3.00	15.25
27		J. W. Runyon	25	12.25	3.00	15.25
28		J. W. Runyon	25	12.25	3.00	15.25
29		C. Larson	25	12.25	3.00	15.25
30		C. Larson	25	12.25	3.00	15.25
31		M. F. Albert	25	12.25	3.00	15.25
32		M. F. Albert	25	12.25	3.00	15.25
33		A. T. Keene	125	61.25	3.00	64.25
34		Thos. Costello	125	61.25	3.00	64.25

Amount due contractor, \$1129.45

Total engineering fees, \$99.00

Total amount charged to property, \$1228.45

Dated at Twin Falls, Idaho, this 2nd day of September, 1913.

STUART H. TAYLOR, City Clerk.

rel and really hate each other, yet co-

habilit, guilty of adultery before God?

Why, or why not?

(12) Why is adultery sandwiched in the commandments between murder and theft?

(13) Verse 15—What is the moral culpability or guilt of stealing?

(14) How would you answer the sophistry of the kind-hearted burglar of rich men, who gives to the poor his stealings, and claims that it is no sin to take from a rich man the wealth that he can never use?

(15) Verse 16—Give some illustrations of what you would consider bearing false witness against your neighbor?

(16) Would you consider an evil report against a neighbor, whether true or not, without some good reason for doing so, should be considered as breaking the spirit of the eighth commandment? (This is one of the questions which may be answered in writing by members of the club.)

(17) What are some of the harmful effects of telling evil things about our neighbors?

(18) Verse 17—How would you define the sin of covetousness?

(19) Why is covetousness such a great sin?

(20) What are some of the natural effects of coveting upon the person who covets?

(21) Why would you say or not that no person can be a reconciled child of God who plans or expects to break any one of the ten commandments?

Lesson for Sunday, Sept. 21, 1913. The Golden Rule. (Temperance Lesson.) Ex. xxxiii.

LETTER TO PALACE CLOTHING CO.

Twin Falls, Idaho.

Dear Sir: Clothing is just like paint. It fits or it doesn't; it wears or it doesn't; turns weather and water or not; and goes out of fashion.

Who we wear clothes for? Did you ever think of it? Different persons have different reasons, no doubt, but one reason I desire for beauty, to be in the fashion, and keep-out water.

Fashion says paint: we all paint. There is beauty in paint: we paint a coat of paint for that. And buildings are costly and fashionable; put on a waterproof two or three coats of paint, and your buildings last as long as you want them dry. It costs nothing to paint; it costs your buildings not to.

Devote is the paint that lasts; disappointing paints are the paints that rust.

Yours truly,

F. W. DEVORE & CO

New York and Chicago

P. S. Peterson Idaho Co. sells our paint.

CONCESSIONS FOR SALE

On Saturday at 10 A. M. at the Commercial Club, we will sell to the high bidder, the locations for booths and other privileges, for the Carnival, Sept. 18th, 19th and 20th. Terms cash.

T. C. MACAULEY,

STUART TAYLOR,

J. McILLAN,

Concession Committee.

Notice For Publication of Time Appointed For Proving Will, Etc.

In the Probate Court of the County of Twin Falls, State of Idaho.

In the matter of the estate of William D. McCabe, deceased.

Pursuant to the time of said court, made on the 5th day of September, 1913, notice is hereby given that Saturday, the 20th day of September, 1913, at 10 o'clock A. M. of said day at the court room of said court, at the county court house in the city of Twin Falls, county of Twin Falls, has been appointed to the time and place for proving the will of said William D. McCabe, deceased, and for hearing the application of Laura McCabe for the issuance of Letters of Administration with will annexed when and where any person interested may appear and controvert the same.

Dated September 5th, 1913.

(SEAL) J. M. SHANK,

Probate Judge.

At 10 o'clock you bring your wants to your neighbors door.

NOTICE.

\$100 in Premiums To Our Patrons

In order to stimulate the interest in dairying in this section, we have decided to offer \$100 in cash, to be divided into four premiums of \$25.00, \$25.00, \$25.00 and \$10.00, to the four patrons of our creamery who shall keep a daily record of the weights and take periodical samples to be tested for the butter fat production of their herds of cows and who shall show the four highest herd yields per cow in their dairies for the period from

October 1, 1913 to June 1, 1914

The award to be made June 15, 1914. The cream to be delivered to our driver or agent, or to our creamery in Twin Falls, and all weights, samples and tests of milk made under our direction or supervision, and subject to a check by us on the cream so delivered.

We will a little later submit rules to govern this contest, which we shall endeavor to make fair to all. No results shall be published other than those winning premiums, and the general average of all herds, except that any contestant shall have the privilege of publishing the production of any individual cow in his herd. It is worth your while to know just what your cows are doing, both as individuals and as a herd. Let us help you hunt out your star-boarders.

Apply to us for rules governing contest.

Sterling Dairy Products Co.

Blue Lakes Fruit Store WHOLESALE AND RETAIL

155 W. MAIN ST., FORMER TWIN FALLS NEWS BUILDING.

Apples, Plums, Prunes, Grapes, Cantaloupes, Tomatoes, fresh from the ranch every day.

Pond Seeding Plums, fine for jelly and marmalade. Season soon over.

Order Crab Apples for jelly now. Place your order for Concord Grapes. Best for jelly before too ripe.

Our fruit is handled by experienced packers. Let us know what fruit you want and for what purpose. We will do the rest.

If you cannot secure our fruit through your grocer, place order with us.

PHONE 215

THE FIRST NATIONAL BANK OF TWIN FALLS

Capital - \$100,000

Surplus and Profits \$20,000

OFFICERS:

F. F. Johnson, President.

J. E. Clinton, Jr., Vice-Pres.

W. H. Eldred, Vice-Pres.

J. M. Maxwell, Cashier.

W. E. Nixon, Asst. Cashier.

We Invite Your Business

Member Twin Falls Commercial Club.

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