

**Proceedings of the Board
Of County Commissioners**

No further business coming before the Board at this time, a recess was taken until 10:30 A. M. September 2, 1930.

M. C. WARE, Chairman

Amen:

HARRY C. PARSONS, Clerk

Twin Falls, Idaho,

September 2, 1930.

REGULAR JULY SESSION

The Board met at this time pursuant to a regular session taken, all members and the Clerk present.

Examination of Salaries Claims

The Board at this time proceeded to examine claims for salaries and expenses against the County Com-

mmissioners drawn in the following order and amounts:

Babcock, Edward - 123.20

Balley, C. A. - 125.00

Black, Myrtle C. - 125.00

Brady, M. E. - 125.00

Dietrich, Chas. H. - 125.00

Dixon, Marion - 125.00

Drake, F. E. - 125.00

Gwin, C. L. - 125.00

Hall, Harry B. - 125.00

Hinton, Jenie Swan - 125.00

Jeppeesen, H. C. - 125.00

Lauther, H. O. - 125.00

Lucas, Tom - 125.00

Moore, Marvin - 125.00

Moore, Harold Wm. - 125.00

Moore, P. C. - 125.00

Parker, A. C. - 125.00

Reynolds, George C. - 125.00

Prater, E. F. - 125.00

Ross, A. I. - 125.00

Swanson, Fred - 125.00

Wainwright, Mildred - 125.00

Shroud, O. W. - 125.00

Smith, Frank - 125.00

Stevens, Clark - 125.00

Wade, M. G. - 125.00

Weinberger, Ruby - 125.00

Wilson, Rose J. - 125.00

Wise, William - 125.00

Examination of Franklin Claims

The Board next examined claims against the Franklin Fund in the following order and amounts:

Allen, Mrs. Lillian - 125.00

Anderson, Mrs. Eliza H. - 125.00

Baldwin, John - 125.00

Bailey, Mrs. Jean Emma - 125.00

Downey, Laura - 125.00

Daniels, Margaret - 125.00

Everett, Emma - 125.00

Ferris, Mrs. Emily J. - 125.00

Fraser, Mrs. Marion - 125.00

Oliver, Mabel Mary - 125.00

Goodnight, Mrs. M. H. - 125.00

Hicks, Mrs. Anna - 125.00

Hicks, Mrs. Mary - 125.00

Hubbell, Gertrude - 125.00

Hinkley, Mrs. Leon - 125.00

Jackson, Mrs. Anna D. - 125.00

"Iron Major" Of Football Sings Praises Of Heroes Of Line

Fordham's Coach
Traces Change in
Gridiron Tactics

Respected Frank Cava-
naugh Builds Powerful
Eleven, Undefeated in
1930, Around Defense

By EDWARD J. NEIL
(Associated Press Writer)

NEW YORK, Oct. 29.—Un-
sung heroes of the line, the
carving out paths for
fancy backs who reap the
glory, taking the batters,
musing the headlines—those
are the boys to delight in
the field of spectacle Frank
Cavanaugh, "football's Iron
major" and head coach at
Fordham, believes.

Defining Cavanaugh's forte, he
has built a master eleven at
Fordham that has piled up 14
straight victories this fall.

He feels sports writers fall to
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gives adequate
recognition to the
linemen who
made it pos-
sible for the
backs to do
what they did
and then de-
pended largely
on the fort when
they had to
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advantage. He
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play and prefers to let you know
what you think about what you stuck rather than the sensa-
tional runs and spectacular passes.
He can't understand why the public
on the other hand, is interested in the

"way back," he says, "then foot-
ball was starting and there was
only one game a week." In Pennsylvania,
one play was made on the standing defense. Linemen stood
crest or crushed, used their hands
to keep the ball from getting past
them as soon as it developed. Knute
Rockne once wrote that a standing
defensive was the best. I think he
was right. It gives you a chance to play
against them."

Then along came pinto plays,
spins, cutbacks and ruffed that
you could hardly believe. In the
beginning, one play was made on the
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Rockne once wrote that a standing
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The good old days were
over. The new ones began with
Cavanaugh.

"The greatest standup I ever saw was
done by the Fordham eleven against
Oregon. It weighed 250 pounds
when I coached him at Dartmouth
and he was stout, so he could not
be expected to be fast. But he was
turning over endplay—plays—that
would have won him out."

But he was fast, and never
made a mistake in diagnosing a
play.

"The good big men are always better
than the good little men in the
line," says Cavanaugh. "I like to see
Cavanaugh believe, and he likes to see
little fellows like Captain Tony Blane, his great center, with
his great intelligence and speed
and drive. Intelligence and speed
are the main requisites of a good
lineman, and he likes to get them
from his players."

Cavanaugh thinks Knute Rockne's
teams are most likely to dominate
a good defense because of the perfect
coaching he does. "I think
Knute will take the same play you
are using and gain eight yards
when you have gained two."

"The moral of the story is, major,
the morale of the boys goes to
places. They can't help saying to
themselves, 'now' we're in for a

**The Pen Triumphs
On English Track**

NEWMARKET, England, Oct. 29
(UPI)—Mr. Martin Marland, the pen
writer, has won the first of three
stakes today, starting at odds of 25
to 1. Marland at 100 to 8 was set
out and the Recorder at 7 to 2 was
third. The race was run in 1:56.2.
Marland was half a length in front
of the Recorder at the finish.

The Pen, a colt by Cypress out of
Kittens, cost his owner, only \$100.

WRESTLER GETS HURT

CHICAGO, Oct. 29 (UPI)—Jack
Warner, Providence, Rhode Island,
heavyweight wrestler, was injured
in the middle of the feature match
of a show at the Coliseum with
wrestling Joe Malavieille, Ulca, New
York. He was hit in the middle of the back
by a rock which punctured his liver. He regained his
feet and obtained a fall a few seconds later, but was unable to appear
again. The referee, however, ruled the match
was forfeited to Malavieille.

JACKIE GIBBS TRIUMPHS

KANSAS CITY, Oct. 29 (UPI)—Jackie
Gibbs, of the University of Missouri,
pointed Charley Arthur, New York,
in the main 10-round bout of a box-
ing card here tonight.

Junior high schools of California
have a total enrollment of 1,000,000
compared to a high school enro-
lment of 370,000.

DUANE BUELLS
PACIFIC COAST PRESS OFFICE

I SEE THE DIFFERENCE
BETWEEN THE HORNS OF A
DILEMMA AS IT IS
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18 Southern Idaho
Gridiron Machines

Train for Battles

Filer Eliminates Jerome's

Squad From Schedule and
Prepares to Meet Buhi
Team in Next Week-End

FRIDAY'S GAMES

Class A at Twin Falls
Baptist at Coalinga
Klamath at Oakley
Caldwell at Alton
Hawthorne at Hansen
Fairfield at Wendell
Ida City at Carter

Motion Pictures Reveal Happenings Involving Star, Albie Booth, and Score

WEST POINT, N. Y., Oct. 29 (UPI)—
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Keeps Up Rockne Tradition



KNUTE ROCKNE, jr., 32 (left), son of the famous Notre Dame mentor, is captain of the Pembroke midget team, contenders for the Kansas City South Side midget title. He is shown with George (Dumpy) Bowles, captain of the "Bear Cats," a rival midget team. (UPI Photo)

ON THE SIDELINES

by BRIAN BELL

WALTER JOHNSON, manager of the Washington Senators, thinks his team will be an even more serious threat next season than it was in 1930 when it occupied the runner-up position, second only to the Philadelphia Athletics.

"We should be very dangerous," said the Big Train, as he watched the world's series play.

"Some of our younger men made a very fine start this year and they will be better. The steering wheel of our veterans," notably Joe Judge and Sam Rice, surprised some who did not know these boys as well as I do, but I was not surprised. I knew, you see, that they had lots of great baseball left in them," systems.

"They will recall, perhaps, that I said at the spring training camp at Bloxhill that I had no worries so far as Joe and Sam were concerned. And they are far from through now.

"We got some good pitching from the men we had in the spring and the addition of Croft helped us. He was going great at the close and we expect him to pick up just where he left off."

A SCHUCHIT, Washington baseball comedian and coach, has signed a contract with the Philadelphia crowd before the season opened.

"Yes, I expect to do more than a dozen in a world's series," said Al, an ex-Nick Altrock prepared to a hocky skit to entertain the Philadelphia crowd before the Athletics and Cardinals came on the field.

"We should be here pretty soon, next year, and when I'll be out there on that coaching line waving 'em home when the huge bats ring. Our fellas can hit and the pitcher is getting better all the time."

THE WORLD'S series throng was dotted with managers from both leagues, some looking back with considerable satisfaction on the season just closed, and others glad it was over and hoping for better results next year.

Dan Hawley, always optimistic, thought the long Cincinnati Indians must have a turning soon and that there wins some while others living behind the dark cloud.

Elmer Stoeckel, resigning to the deep, dark recesses of the winter, while Orlie Calfee, his successor, has been too much for them.

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THE ROSE IN THE DARK

Continued From Yesterday's News

ROSE DISCOVERS A CLUE

Lester met him this evening with a beautiful young man of his acquaintance. When he received a word from the warden he turned and surrendered to the facts. It was evidently written that he should meet the blonde Rose. Considering all this, Lester said that she also was to be questioned again.

Lester was careful not to discover until his partner's arrival that the blonde had been in his office. "I am not sorry," he said. "It is good to have her here before I disclose my law with suppressed rawhorns."

After having thus handled him and again spoke in his own convenience, however, negligently informed Rose and presented her to Lester. He began to think of it all dancing and then remembered his partner.

"Does she seem to know me?" asked Lester, raising an anxious eyebrow.

"She is that kind of thing on me, my dear. Run and see if she is dancing this next while I take my bath." Lester said. "I'll be back to take my bath before I disclose my law with suppressed rawhorns."

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THE GUMPS - THE START OF THE TRAIL



TIME TABLES

Schedules of Passenger Trains and Motor Buses Passing Through Twin Falls.

OREGON SHORT LINE

Easterly

Train 6 leaves 8:00 P. M.

Train 16 leaves 12:45 A. M.

Train 23 leaves 11:35 P. M.

Train 33 leaves 4:45 P. M.

Train 36 arrives 5:45 P. M.

Train 40 leaves 6:45 P. M.

Train 45 leaves 7:45 P. M.

Train 50 leaves 8:45 P. M.

Train 55 leaves 9:45 P. M.

Train 60 leaves 10:45 P. M.

Train 65 leaves 11:45 P. M.

Train 70 leaves 12:45 P. M.

Train 75 leaves 1:45 A. M.

Train 80 leaves 2:45 A. M.

Train 85 leaves 3:45 A. M.

Train 90 leaves 4:45 A. M.

Train 95 leaves 5:45 A. M.

Train 100 leaves 6:45 A. M.

Train 105 leaves 7:45 A. M.

Train 110 leaves 8:45 A. M.

Train 115 leaves 9:45 A. M.

Train 120 leaves 10:45 A. M.

Train 125 leaves 11:45 A. M.

Train 130 leaves 12:45 A. M.

Train 135 leaves 1:45 P. M.

Train 140 leaves 2:45 P. M.

Train 145 leaves 3:45 P. M.

Train 150 leaves 4:45 P. M.

Train 155 leaves 5:45 P. M.

Train 160 leaves 6:45 P. M.

Train 165 leaves 7:45 P. M.

Train 170 leaves 8:45 P. M.

Train 175 leaves 9:45 P. M.

Train 180 leaves 10:45 P. M.

Train 185 leaves 11:45 P. M.

Train 190 leaves 12:45 A. M.

Train 195 leaves 1:45 P. M.

Train 200 leaves 2:45 P. M.

Train 205 leaves 3:45 P. M.

Train 210 leaves 4:45 P. M.

Train 215 leaves 5:45 P. M.

Train 220 leaves 6:45 P. M.

Train 225 leaves 7:45 P. M.

Train 230 leaves 8:45 P. M.

Train 235 leaves 9:45 P. M.

Train 240 leaves 10:45 P. M.

Train 245 leaves 11:45 P. M.

Train 250 leaves 12:45 A. M.

Train 255 leaves 1:45 P. M.

Train 260 leaves 2:45 P. M.

Train 265 leaves 3:45 P. M.

Train 270 leaves 4:45 P. M.

Train 275 leaves 5:45 P. M.

Train 280 leaves 6:45 P. M.

Train 285 leaves 7:45 P. M.

Train 290 leaves 8:45 P. M.

Train 295 leaves 9:45 P. M.

Train 300 leaves 10:45 P. M.

Train 305 leaves 11:45 P. M.

Train 310 leaves 12:45 A. M.

Train 315 leaves 1:45 P. M.

Train 320 leaves 2:45 P. M.

Train 325 leaves 3:45 P. M.

Train 330 leaves 4:45 P. M.

Train 335 leaves 5:45 P. M.

Train 340 leaves 6:45 P. M.

Train 345 leaves 7:45 P. M.

Train 350 leaves 8:45 P. M.

Train 355 leaves 9:45 P. M.

Train 360 leaves 10:45 P. M.

Train 365 leaves 11:45 P. M.

Train 370 leaves 12:45 A. M.

Train 375 leaves 1:45 P. M.

Train 380 leaves 2:45 P. M.

Train 385 leaves 3:45 P. M.

Train 390 leaves 4:45 P. M.

Train 395 leaves 5:45 P. M.

Train 400 leaves 6:45 P. M.

Train 405 leaves 7:45 P. M.

Train 410 leaves 8:45 P. M.

Train 415 leaves 9:45 P. M.

Train 420 leaves 10:45 P. M.

Train 425 leaves 11:45 P. M.

Train 430 leaves 12:45 A. M.

Train 435 leaves 1:45 P. M.

Train 440 leaves 2:45 P. M.

Train 445 leaves 3:45 P. M.

Train 450 leaves 4:45 P. M.

Train 455 leaves 5:45 P. M.

Train 460 leaves 6:45 P. M.

Train 465 leaves 7:45 P. M.

Train 470 leaves 8:45 P. M.

Train 475 leaves 9:45 P. M.

Train 480 leaves 10:45 P. M.

Train 485 leaves 11:45 P. M.

Train 490 leaves 12:45 A. M.

Train 495 leaves 1:45 P. M.

Train 500 leaves 2:45 P. M.

Train 505 leaves 3:45 P. M.

Train 510 leaves 4:45 P. M.

Train 515 leaves 5:45 P. M.

Train 520 leaves 6:45 P. M.

Train 525 leaves 7:45 P. M.

Train 530 leaves 8:45 P. M.

Train 535 leaves 9:45 P. M.

Train 540 leaves 10:45 P. M.

Train 545 leaves 11:45 P. M.

Train 550 leaves 12:45 A. M.

Train 555 leaves 1:45 P. M.

Train 560 leaves 2:45 P. M.

Train 565 leaves 3:45 P. M.

Train 570 leaves 4:45 P. M.

Train 575 leaves 5:45 P. M.

Train 580 leaves 6:45 P. M.

Train 585 leaves 7:45 P. M.

Train 590 leaves 8:45 P. M.

Train 595 leaves 9:45 P. M.

Train 600 leaves 10:45 P. M.

Train 605 leaves 11:45 P. M.

Train 610 leaves 12:45 A. M.

Train 615 leaves 1:45 P. M.

Train 620 leaves 2:45 P. M.

Train 625 leaves 3:45 P. M.

Train 630 leaves 4:45 P. M.

Train 635 leaves 5:45 P. M.

Train 640 leaves 6:45 P. M.

Train 645 leaves 7:45 P. M.

Train 650 leaves 8:45 P. M.

Train 655 leaves 9:45 P. M.

Train 660 leaves 10:45 P. M.

Train 665 leaves 11:45 P. M.

Train 670 leaves 12:45 A. M.

Train 675 leaves 1:45 P. M.

Train 680 leaves 2:45 P. M.

Train 685 leaves 3:45 P. M.

Train 690 leaves 4:45 P. M.

Train 695 leaves 5:45 P. M.

Train 700 leaves 6:45 P. M.

Train 705 leaves 7:45 P. M.

Train 710 leaves 8:45 P. M.

Train 715 leaves 9:45 P. M.

Train 720 leaves 10:45 P. M.

Train 725 leaves 11:45 P. M.

Train 730 leaves 12:45 A. M.

Train 735 leaves 1:45 P. M.

Train 740 leaves 2:45 P. M.

Train 745 leaves 3:45 P. M.

Train 750 leaves 4:45 P. M.

Train 755 leaves 5:45 P. M.

Train 760 leaves 6:45 P. M.

Train 765 leaves 7:45 P. M.

Train 770 leaves 8:45 P. M.

Train 775 leaves 9:45 P. M.

Train 780 leaves 10:45 P. M.

Train 785 leaves 11:45 P. M.

Train 790 leaves 12:45 A. M.

Train 795 leaves 1:45 P. M.

Train 700 leaves 2:45 P. M.

Train 705 leaves 3:45 P. M.

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Train 780 leaves 6:45 P. M.

Train 785 leaves 7:45 P. M.

Train 790 leaves 8:45 P. M.

Train 795 leaves 9:45 P. M.

Train 800 leaves 10:45 P. M.

Train 805 leaves 11:45 P. M.

Train 810 leaves 12:45 A. M.

Train 815 leaves 1:45 P. M.

Train 820 leaves 2:45 P. M.

Train 825 leaves 3:45 P. M.

Train 830 leaves 4:45 P. M.

Train 835 leaves 5:45 P. M.

Train 840 leaves 6:45 P. M.

Train 845 leaves 7:45 P. M.

Train 850 leaves 8:45 P. M.

Train 855 leaves 9:45 P. M.

Train 860 leaves 10:45 P. M.

Train 86

