







# THE TWIN FALLS DAILY TIMES

Official Newspaper of the City and County of Twin Falls

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L. H. MASTERS, General Manager



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As we work we shall yet eat.

It is better to have saved and lost than never to have saved at all.

A Twin Falls banker got off the following terse remark the other day: "To get ahead you must use your head."

It isn't always the big fellow who has the wisest head, and knows a lot; sometimes a little fellow has the "wise-ace" head.

Since people of this section are interested generally in railroads and their rates, we would like to suggest that they read an article on "What is the Matter with the Railroads" in the last Saturday Evening Post by Will Payne.

This city should plan to reduce the taxes within the corporate limits or else we are going to witness a great exodus to the territory just outside the city limits. It is not at all uncommon to hear prominent business men of Twin Falls discussing plans to build a fine home just outside the city limits in order to escape the heavy taxes within the corporate limits of this city. This paper feels that this is a serious problem and should be solved within the next few years.

**TWIN FALLS TO CALIFORNIA VIA RAIL**

There is little doubt now in the minds of people generally in this part of Idaho, that the railroad from this city to Wells, Nev., will be built. The matter is now largely a question of time and finance, "but the citizens of this land are already beginning to feel that they will eventually have an outlet to the western seaboard for their products." This is indeed an encouraging idea for those who have been producing such abundant crops in this part of Idaho and, in fact it will greatly multiply the value of all agricultural products in this state.

Heretofore we have been able to reach this coast market only through a long and circuitous route with a prohibitive freight rate. The Nevada railroad will bring the Pacific coast, up about 300 miles nearer our door, and will make it possible to buy in the markets of San Francisco and other east coast cities to much better advantage than previously. In fact the Golden Gate City is just as anxious that this new road be built as Twin Falls and the other cities of southwestern Idaho are to have it built. Because at the present time other cities are getting the majority of the trade from this rich section. The new railroad will radically change this system of marketing and buying for this portion of Idaho.

In this connection we are pleased to quote from the Idaho Statesman the following editorial comment:

"Again there is talk of a direct railroad outlet to the Pacific for Idaho."

"The 'Idaho Central' has secured permission to build a rail road from Rogeron, Idaho, to Wells, Nev., and a news dispatch to the Statesman from its Washington bureau contains this paragraph:

"Mr. Davis (George L. Davis of Twin Falls) assured the commission that there will be ample traffic to justify the building of this connecting link and believes that heavy traffic will move direct from Southern Idaho to San Francisco and vice versa, enabling southern Idaho us never before to take advantage of shipment via the Panama canal to the Atlantic seaboard."

"This would seem to be putting it mildly indeed. The Pacific coast is growing as a billion fields, almost too fast for its comfort. Industries are increasing in number. City suburbs are swallowing up what were once fertile farm lands. Jammed in between mountain range and sea, there is growing up an urban life that may in time rival that of the Atlantic coast."

And somebody must feel the new child.

"California, with her few little valleys and her specialized industries, can do little. The Willamette valley of Oregon has all it can do to keep Portland and the other cities of the Oregon coast supplied. Seattle, Tacoma and Spokane draw from the fertile, but small, valleys of Washington and the 'Inland Empire.' But San Francisco, Los Angeles and the multitude of smaller coast plain bread basket of the Pacific coast. With a direct line to San Francisco, cities must look to the great Snake river valley. It will be the chief, which may have the east to draw upon the middle west and in time spend all her energies to supply the Pacific west."

"There is no question of the desirability of a direct connection with California. Indeed it is almost certain that eventually there will be more than one direct line to, for the benefit of the Pacific coast, the producing areas of Idaho. The road to Winona, according to the southwestern part of the state an immediate outlet to California, will be one of these."

**ROGERSON**  
The Twin Falls Democrat  
has a front-page advertisement  
in this issue.

The brakeman had come to the train late, but the train was out on the track when he arrived, so he turned around and went to the stock yards.

The brakeman, when questioned, informed the brakeman that he did not care if he had to pay his fare or not, but he said he was going to Twin Falls to get paid.

When the train arrived at the stock yards, he telephoned to the brakeman, when he was met by the father of the boy, Mr. and Mrs. John R. Rogerson, the postmaster's four-year-old son.

The boy, who was laughing at the local agent as to where his young passenger lived, had run into the station and boarded the waiting train. While the baby's parents received the boy,

**THE OLD HOME TOWN**

HOME IS TRADED

Yankee outfielder, in the last set for three and a half years, was announced by Van Der Heyden to St. Paul manager, Tom Shahan, for Outfielder Elmer Miller of the American Association club.

**A Special Opportunity  
For You to Save on a****Huge Model 50  
Electric Range**

Through a special purchase we recently secured a quantity of Hughes' model 50 Electric Ranges at a concession in price that enables us to offer them to our customers at

**A Saving of \$15**

The Hughes model 50 is one of the finest electric ranges made. It is a large range with warming oven and top and bottom heating elements in the oven. In addition to the saving of \$15, you can buy one on the special

**Terms of \$10 Down**

Balance in 12 Monthly Payments

Visit any Electric Shop of the Idaho Power Co. and see this handsome, modern range. You must act quickly as there is but a limited number to be offered at this special saving.

**Electric Shop**

Idaho Power Co.

**Discussions That Are Profitable**

It's the banker's business to be an expert in financial affairs just as the farmer is in agriculture. The only difference is that financial affairs are of necessity confidential, whereas other businesses need not follow this procedure.

Sometimes we wish it were not necessary to be close-mouthed. If people knew how we have been able and pleased to assist others, they, too, would consult with us.

**Twin Falls Bank & Trust Co.**

Twin Falls, Idaho

**"MEMBER FEDERAL RESERVE SYSTEM"**

The following tables show what one tenth and one twentieth of given monthly salaries will amount to in ten years if invested at 4 per cent.

	One-Tenth	One-Twentieth
Monthly Sal.	10-100	Am. David
\$ 50.00	\$ 5.00	\$ 700.00
60.00	6.00	880.00
75.00	7.50	1100.00
100.00	10.00	1475.00
Monthly Sal.	1-12 Decades	Am. David
\$ 50.00	\$ 2.50	\$ 365.00
60.00	3.00	440.00
75.00	3.75	525.00
100.00	5.00	737.00

**TWIN FALLS NATIONAL BANK**

Twin Falls, Idaho

Capital and Surplus \$1,000,000

The RECORD of the Woodstock Typewriter stands out conspicuously as one of the most achievements of the early days of the typewriter. Probably no writing machine has been more highly regarded than the Woodstock. It has won many awards and has been received with much interest, favor as the "Woodstock."

Ask for illustration

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M. HOoyer, Mgr.

Twin Falls, Idaho



