

NEWS OF THE SPORT WORLD

TONIGHT'S GAME WILL BREAK TIE

Baptists and Methodists Will Compete at 6:30; Now Tied at 250.

The Baptists' and Methodists' who have been gracing the foot of the church league stand will play this evening at 6:30 at Lincoln Field.

Both the Baptists and the Methodists stand at 250, with

the Baptists having won three and lost by each. The

Baptists, since the acquisition of "Slim" Lyons as pitcher, have come

out of the doldrums and last week

were the Presbyterians their first

successors.

Manager Dinklecker's Methodists, after defeating Knoll's Wednesdays, need to have emerged in the ascendency again. This outcome of the game

will give the Baptists a lead of

100 to the loss of 200, but will not

alter the position of the Christians and the Presbyterians who occupy the upper rungs of the scale.

Steadily increasing interest has greeted the baseball teams, and now commanding public interest in a considerable degree.

COAST LEAGUE

At Seattle—First game: R. H. E.
Ball Lake 11 17 1
Seattle 4 8 2

Batteries: Ponder, McCabe, Singleton, and Peeler; Rutherford, Stumpf.

Philadelphia—B. Tolson, E. Baldwin, Second game: R. H. E.

Salt Lake 2 2 2
Seattle 1 9 3

Batteries: Singleton and Cook; Jones and E. Baldwin.

At Portland: R. H. E.

Sacramento 4 11 1
Portland 6 0 2

Batteries: Johnson and Schaefer; Schell, Bedient and Cochrane.

At Vernon: R. H. E.

Los Angeles 3 9 1
Vernon 7 5 1

Batteries: McElroy and Spencer; Bryan and Hannah.

At Oakland: R. H. E.

San Francisco 6 13 3

Batteries: Williams and Yelle; Vargas; Bochler and Read.

BOXING

WHITE SULPHUR: SPINNERS, N.Y.—The row occasioned in the local boxing colony by arrival of Luis Angel Firpo appears not to have been any raw at all, but merely a diplomatic international jealousy by Mike McGinnis, Harley Madden and Jack Britton. The trio pulled away from Tom Luther's place as soon as the South American arrived, presumably to share a spotlight with a major attraction like the Wild Bull. Firpo started light work today, "as nothing" of training for his match against Harry Wills in Jersey City Saturday.

NEW YORK—Lester Koenig, 14-kg. middleweight champion, will give Panama Joe Gans a chance to regain the title at Quebec Saturday night. Koenig, who has been held claimless since he was in bad shape when he lost the diamond belt at the milk show funs fight.

BOSTON—Jack Malone, Jr., Paul midweight, jumped off Charlestown bridge twice fulfilling his promise to "jump in the bay" if he failed to beat Frank Moody, English boxer. The second leap was an agreement for a defeat by Johnny Wilson.

WITH RUTH AT THE BAT

—First Game.

Giants did stealing.

First out.

Phillies' 1st.

U.S.A. Second Game.

Phillies' 1st.

Huskies' 1st.

Giants' 1st.

TODAY'S HOME RUNS

Giants' 1st.

Phillies' 1st.

Huskies' 1st.

HOME RUN LEADERS

Ruth, Yanks, 17-3.

Hornby, Cards, 1-10.

Blacks, Cards, 1-6.

McCoy, Cards, 1-5.

Willie, Phillies, 1-3.

Brower, Indians, 1-1.

WATCHING THE SCOREBOARD

Yesterday's hero: Bobby Barrett, the 18-year-old pitcher who showed in all his team's wins with a lumen and a triple as the Dodgers were being beaten, 4 to 1.

Tubb Ruth's Homer: No. 33, his fourteenth for July and knocked in four runs, but the Yanks lost both ends of a double header at St. Louis, 2 to 1 and 4 to 3.

Zachary won a pitchers' battle from Collins, holding Detroit to three hits, the Seniors winning, 1 to 0.

The Athletics and the Indians divided a double bill, 7-3 and 4-3.

Pittsburgh had one big inning in a game with the Giants that was stopped by rain in the seventh and was 6-6.

Blades and Hornsby hit homers as the Cards beat the Phils, 6 to 3.

A stranded baserunner kept Eddie Collins out of the Red Sox-White Sox game, but his substitute, McClanahan contributed three timely hits and Chicago won, 4 to 1.

Tom Shantz' shutout: The Twins

defeated the Indians, 1-0, and the White Sox, 1-0, and the Indians' Tom Shantz pitched a shutout.

A major ultramodern will be the broadcasting according to information received here: wheel-well will be straddled along with a flying toprunner and a soft-tournament. The joint meeting of the two local hospital committees is scheduled.

This exhibition, which many Twin Falls sportsmen are planning to attend, is the first of its kind to be held in Idaho.

TODAY'S GAMES

NATIONAL LEAGUE

At New York: R. H. E.

Pittsburgh 1 7 2

New York 3 7 0

Batteries: Morrison, Stone and Smith; Barnes and Snyder.

At Brooklyn: R. H. E.

Chicago 0 3 3

Batteries: Aldridge, McLeod and Hartnett; De Beury and De Berry.

At Boston—End 14th: R.

Cincinnati 000 230 000 00-2

Boston 000 100 100 00-2

Batteries: Riley and Hargrave; Benton and O'Neill.

St. Louis at Philadelphia, postponed, wet grounds.

AMERICAN LEAGUE

At St. Louis—End 4th: R.

New York 010 0-1

St. Louis 000 0-0

Batteries: Bush and Schang; Shocker and Severeid.

At Chicago: R. H. E.

Boston 1 7 3

Chicago 2 6 1

Batteries: Ferguson and O'Neill; Fahey and Schupik.

At Detroit—End 8th: R.

Washington 122 002 00-7

Detroit 030 002 00-3

Batteries: Johnson and Rue; Wells, Davis and Basaler.

Pockingshaug hit home first 2nd.

Blues hit home first 3rd.

At Cleveland—End 5th: R.

Philadelphia 005 002 02-4

Cleveland 000 201 00-3

Batteries: Romrell and Drury; Crotty and Murphy.

With Ruth at the bat

—First Game.

Giants did stealing.

First out.

Phillies' 1st.

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TODAY'S HOME RUNS

Giants' 1st.

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HOME RUN LEADERS

Ruth, Yanks, 17-3.

Hornby, Cards, 1-10.

Blacks, Cards, 1-6.

McCoy, Cards, 1-5.

Willie, Phillies, 1-3.

Brower, Indians, 1-1.

HOME RUN LEADERS

Ruth, Yanks, 17-3.

Jessie, Reds, 11.

Williams, Browns, 16.

Hickey, Cards, 1-15.

Harris, Cardinals, 1-14.

Hartman, Browns, 1-13.

Hartman, Browns, 1-12.

Hartman, Browns, 1-11.

Hartman, Browns, 1-10.

Hartman, Browns, 1-9.

Hartman, Browns, 1-8.

Hartman, Browns, 1-7.

Hartman, Browns, 1-6.

Hartman, Browns, 1-5.

Hartman, Browns, 1-4.

Hartman, Browns, 1-3.

Hartman, Browns, 1-2.

Hartman, Browns, 1-1.

Hartman, Browns, 1-0.

Damaged Page/s

TWIN FALLS DAILY TIMES

PAGE FOUR

FRIDAY, AUGUST 1, 1924.

TWIN FALLS DAILY TIMES

OFFICIAL NEWSPAPER OF TWIN FALLS COUNTY

The Times has more readers in this city than any other publication.

Published Every Evening Except Sunday by the Times Publishing Company, Twin Falls, Idaho.

I. H. MASTERS Editor-Publisher

Entered at the Twin Falls Postoffice as Second Class Matter as a Daily Publication, April 11, 1918.

SUBSCRIPTION RATES

Daily, one year	\$6.00
Daily, six months	3.00
Daily, one month	60.

Unless you register by tomorrow night, you cannot vote Tuesday, August 5, at the primary election of that date. Get your name on the lists and see that you cast your vote in your party-primary for the persons whom you believe to be best fitted to fill the public offices.

The story of the league of nations and its forthcoming activities in securing world-wide military and naval disarmament will be read with interest. Common sense teaches that it is only where there is understanding between all nations that such policy can be successfully carried into effect. The league has worked steadily on this idea ever since its inception. Its labors were interrupted by the Washington conference, but the goal has always been kept in sight. The September meeting may not solve the problem, but its work will be a long step in that direction.

BACK POWER FIGHT

Now that the question of reasonable rates for the Idaho Power company has gotten into the federal courts, through the action of the company itself, every political party should pledge itself in good faith to back a project for sufficient legislative appropriation to carry the fight in behalf of the people to a successful conclusion. Unless the facts and the law are adequately presented to the federal courts the power company will win. The attorney general has neither time nor training to make an adequate fight for popular rights in this highly technical matter. It is especially imperative that the democratic party which again repeats the dictum of the democratic platform of 1884, that private monopoly is indefensible and intolerable should make practical application of this principle in this state and take strong position in favor of enforcement of all anti-trust laws of Idaho and of all laws of this state regulating monopolized industry. At the same time, as previously urged in these columns, the Southern Idaho Light & Power Users' association should be upheld and not allowed to die, and its able attorneys should be kept on the job at this time, when the crucial test is about to be made. The power company will have its side ably and adequately presented. If the people are equally ably represented, the courts can approach the subject with a full appreciation of the whole situation, and their decision in the matter will be final and probably be just.

THE RAILROAD LAW AND DEMOCRATS

Expressing accord with the announced purposes of the Esh-Cummins transportation act of 1920, this plank contends that act failed to accomplish them. The act is attacked as failing to reduce the cost of transportation, not improving service, failing to solve differences between the employer and employee; the "recapture clause" was worked to the advantage of the strong and has been of no benefit to the weak; rail water transportation have not been improved.

"It must therefore be so written that the high public welfare demands may be accomplished."

"Balanced freight rates should be so adjusted as to give the billy, billy, low priced raw commodities, such as agricultural products, coal and ores the lowest rates, placing the higher rates upon more valuable and less bulky manufactured products." —United Press Report of Official Democratic Plank.

In holding that the Esh-Cummins law fails to accomplish the lofty purposes which those who drafted it professed and in asking radical alteration of the measure, the democratic party is simply adhering to the policy which it has adopted with reference to this measure.

At the close of hostilities, Director William G. McAdoo, who had rescued the railroads from the chaos into which they had fallen when he took charge, suggested that the period of government control be extended for a term of five years under peace conditions. Both branches of congress were republican and the proposal met a cold reception.

President Wilson, after the failure of the McAdoo plan to gain support, began urging congress to pass some legislation which could take care of the situation before the time had expired when owing to failure of appropriations it would be necessary to hand the roads back. He pointed out that turning them back without such legislation would mean demoralization.

This advice was neglected until toward the close of congress when the Esh-Cummins law was pushed through the lower house. An overwhelming majority of democratic votes supported a resolution to recommend, or, if need be, to veto the bill.

In the senate the republican vote for the measure was almost unanimous. The democratic vote was much closer and on final passage there were only two more democrats voting or paired against the measure than for it. Most of the democratic senators supporting it said the law was better than none, and that the disaster of turning the roads back without provision for resuming private management would be incalculable. Senator Underwood and one or two others, however, voted for it, contended that the measure was essentially sound, though defective in some de-

DAILY RADIO PROGRAM

Produced by United States Radio Corporation

SATURDAY, AUGUST 2, 1924
ESTATE STANDARD TIME

WIBX, NEW YORK—192.

1. P.—"Mother made from the Walkers," by the Walker Brothers, musical comedy stars of Broadway.

2. P.—"The Story of the Automobile," by the Automobile Club of America.

3. P.—"Washington's Orchestra," by the Washington's Orchestra.

4. P.—"The Golden Anniversary," by the Golden Anniversary Orchestra.

5. P.—"The New York Philharmonic," by the New York Philharmonic Orchestra.

6. P.—"Alfredo Santini's Novelty Band," by Alfredo Santini.

7. P.—"M. Alman's Novelty Band," by M. Alman.

8. P.—"The New York City's," by the New York City Novelty Band.

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For men, for pleasure, for
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RAILROAD TIME SCHEDULE

No. 125 — Depart 7:30 a. m.
Arrive 10:30 p. m.
No. 126 — Depart 10:30 a. m.
Arrive 1:30 p. m.

No. 127 — Depart 1:30 p. m.
Arrive 4:30 p. m.

No. 128 — Depart 4:30 p. m.
Arrive 7:30 p. m.

No. 129 — Depart 7:30 p. m.
Arrive 10:30 p. m.

No. 130 — Depart 10:30 p. m.
Arrive 1:30 p. m.

No. 131 — Depart 1:30 p. m.
Arrive 4:30 p. m.

No. 132 — Depart 4:30 p. m.
Arrive 7:30 p. m.

No. 133 — Depart 7:30 p. m.
Arrive 10:30 p. m.

No. 134 — Depart 10:30 a. m.
Arrive 1:30 p. m.

No. 135 — Depart 1:30 a. m.
Arrive 4:30 p. m.

No. 136 — Depart 4:30 a. m.
Arrive 7:30 p. m.

No. 137 — Depart 7:30 p. m.
Arrive 10:30 p. m.

No. 138 — Depart 10:30 p. m.
Arrive 1:30 p. m.

No. 139 — Depart 1:30 p. m.
Arrive 4:30 p. m.

No. 140 — Depart 4:30 p. m.
Arrive 7:30 p. m.

No. 141 — Depart 7:30 p. m.
Arrive 10:30 p. m.

No. 142 — Depart 10:30 a. m.
Arrive 1:30 p. m.

No. 143 — Depart 1:30 a. m.
Arrive 4:30 p. m.

No. 144 — Depart 4:30 a. m.
Arrive 7:30 p. m.

No. 145 — Depart 7:30 a. m.
Arrive 10:30 p. m.

No. 146 — Depart 10:30 p. m.
Arrive 1:30 p. m.

No. 147 — Depart 1:30 p. m.
Arrive 4:30 p. m.

No. 148 — Depart 4:30 p. m.
Arrive 7:30 p. m.

No. 149 — Depart 7:30 p. m.
Arrive 10:30 p. m.

No. 150 — Depart 10:30 a. m.
Arrive 1:30 p. m.

No. 151 — Depart 1:30 a. m.
Arrive 4:30 p. m.

No. 152 — Depart 4:30 a. m.
Arrive 7:30 p. m.

No. 153 — Depart 7:30 p. m.
Arrive 10:30 p. m.

No. 154 — Depart 10:30 a. m.
Arrive 1:30 p. m.

No. 155 — Depart 1:30 a. m.
Arrive 4:30 p. m.

No. 156 — Depart 4:30 a. m.
Arrive 7:30 p. m.

No. 157 — Depart 7:30 p. m.
Arrive 10:30 p. m.

No. 158 — Depart 10:30 a. m.
Arrive 1:30 p. m.

No. 159 — Depart 1:30 a. m.
Arrive 4:30 p. m.

No. 160 — Depart 4:30 a. m.
Arrive 7:30 p. m.

No. 161 — Depart 7:30 p. m.
Arrive 10:30 p. m.

No. 162 — Depart 10:30 a. m.
Arrive 1:30 p. m.

No. 163 — Depart 1:30 a. m.
Arrive 4:30 p. m.

No. 164 — Depart 4:30 a. m.
Arrive 7:30 p. m.

No. 165 — Depart 7:30 p. m.
Arrive 10:30 p. m.

No. 166 — Depart 10:30 a. m.
Arrive 1:30 p. m.

No. 167 — Depart 1:30 a. m.
Arrive 4:30 p. m.

No. 168 — Depart 4:30 a. m.
Arrive 7:30 p. m.

No. 169 — Depart 7:30 p. m.
Arrive 10:30 p. m.

No. 170 — Depart 10:30 a. m.
Arrive 1:30 p. m.

No. 171 — Depart 1:30 a. m.
Arrive 4:30 p. m.

No. 172 — Depart 4:30 a. m.
Arrive 7:30 p. m.

No. 173 — Depart 7:30 p. m.
Arrive 10:30 p. m.

No. 174 — Depart 10:30 a. m.
Arrive 1:30 p. m.

No. 175 — Depart 1:30 a. m.
Arrive 4:30 p. m.

No. 176 — Depart 4:30 a. m.
Arrive 7:30 p. m.

No. 177 — Depart 7:30 p. m.
Arrive 10:30 p. m.

No. 178 — Depart 10:30 a. m.
Arrive 1:30 p. m.

No. 179 — Depart 1:30 a. m.
Arrive 4:30 p. m.

No. 180 — Depart 4:30 a. m.
Arrive 7:30 p. m.

No. 181 — Depart 7:30 p. m.
Arrive 10:30 p. m.

No. 182 — Depart 10:30 a. m.
Arrive 1:30 p. m.

No. 183 — Depart 1:30 a. m.
Arrive 4:30 p. m.

No. 184 — Depart 4:30 a. m.
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No. 185 — Depart 7:30 p. m.
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No. 186 — Depart 10:30 a. m.
Arrive 1:30 p. m.

No. 187 — Depart 1:30 a. m.
Arrive 4:30 p. m.

No. 188 — Depart 4:30 a. m.
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No. 189 — Depart 7:30 p. m.
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No. 190 — Depart 10:30 a. m.
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No. 191 — Depart 1:30 a. m.
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No. 192 — Depart 4:30 a. m.
Arrive 7:30 p. m.

No. 193 — Depart 7:30 p. m.
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No. 194 — Depart 10:30 a. m.
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No. 195 — Depart 1:30 a. m.
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No. 196 — Depart 4:30 a. m.
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No. 197 — Depart 7:30 p. m.
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No. 198 — Depart 10:30 a. m.
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No. 199 — Depart 1:30 a. m.
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No. 200 — Depart 4:30 a. m.
Arrive 7:30 p. m.

No. 201 — Depart 7:30 p. m.
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No. 202 — Depart 10:30 a. m.
Arrive 1:30 p. m.

No. 203 — Depart 1:30 a. m.
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No. 204 — Depart 4:30 a. m.
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No. 205 — Depart 7:30 p. m.
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No. 206 — Depart 10:30 a. m.
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No. 207 — Depart 1:30 a. m.
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No. 208 — Depart 4:30 a. m.
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No. 209 — Depart 7:30 p. m.
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No. 210 — Depart 10:30 a. m.
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No. 211 — Depart 1:30 a. m.
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No. 212 — Depart 4:30 a. m.
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No. 213 — Depart 7:30 p. m.
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No. 214 — Depart 10:30 a. m.
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No. 215 — Depart 1:30 a. m.
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No. 216 — Depart 4:30 a. m.
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No. 217 — Depart 7:30 p. m.
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No. 218 — Depart 10:30 a. m.
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No. 219 — Depart 1:30 a. m.
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No. 220 — Depart 4:30 a. m.
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No. 221 — Depart 7:30 p. m.
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No. 222 — Depart 10:30 a. m.
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No. 223 — Depart 1:30 a. m.
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No. 224 — Depart 4:30 a. m.
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No. 225 — Depart 7:30 p. m.
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No. 226 — Depart 10:30 a. m.
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No. 227 — Depart 1:30 a. m.
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No. 228 — Depart 4:30 a. m.
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No. 229 — Depart 7:30 p. m.
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No. 230 — Depart 10:30 a. m.
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No. 231 — Depart 1:30 a. m.
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No. 232 — Depart 4:30 a. m.
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No. 233 — Depart 7:30 p. m.
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No. 234 — Depart 10:30 a. m.
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No. 236 — Depart 4:30 a. m.
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No. 237 — Depart 7:30 p. m.
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No. 238 — Depart 10:30 a. m.
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No. 240 — Depart 4:30 a. m.
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No. 241 — Depart 7:30 p. m.
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No. 242 — Depart 10:30 a. m.
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No. 243 — Depart 1:30 a. m.
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No. 244 — Depart 4:30 a. m.
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No. 245 — Depart 7:30 p. m.
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No. 246 — Depart 10:30 a. m.
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No. 248 — Depart 4:30 a. m.
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No. 250 — Depart 10:30 a. m.
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No. 253 — Depart 7:30 p. m.
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No. 254 — Depart 10:30 a. m.
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No. 257 — Depart 7:30 p. m.
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No. 258 — Depart 10:30 a. m.
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No. 261 — Depart 7:30 p. m.
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No. 269 — Depart 7:30 p. m.
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No. 273 — Depart 7:30 p. m.
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No. 274 — Depart 10:30 a. m.
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No. 277 — Depart 7:30 p. m.
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No. 278 — Depart 10:30 a. m.
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No. 279 — Depart 1:30 a. m.
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No. 280 — Depart 4:30 a. m.
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No. 281 — Depart 7:30 p. m.
Arrive 10:30 p. m.

No. 282 — Depart 10:30 a. m.
Arrive 1:30 p. m.

