

Earwood Baffles Ogden Gunners While Bruins Win, 5 to 1

LOCALS HOP ON BIG PETE DAGLIA IN THIRD TO CLOUT OUT VICTORY

Learid's Recruit Hurled Looks Like Million Dollars As He Sets Pennants Chasing Visitors Down in Order Except for Eighth Stanza.

Twin Falls almost whitewashed Ogden for a second consecutive time when they defeated the Gunners, 5 to 1 yesterday, after having been down by a run until the eighth inning.

Ble-Pete Isails didn't look so formidable yesterday. In fact he looked nothing like the country boy he was to be yanked in favor of Michaelis in the sixth.

Will Hill Learid's recruit hurler, Earwood, did his best to keep the Gunners from getting anything with his four-game ace last Idaho Falls last week. The youth from Caldwell gave the Gunners seven, far better than the two he had given up in the first nine most of the time.

Twin Falls' big injury was the third when who combined four blues with two errors in four runs. Ruddy and Riddle were the ones to do it. The post short and Michaelis threw the apple into the dugout to get us going to third; Gardner took third at the plate, and when Keady hit to left field, who threw him home to get his hits. Walters followed with a single—A wild-pitch put Walters and Keady on second, and then Keady was responsible for Peterson's double to let that come close to being a homer.

Keady hung up the last Bruin run in the fifth, and four bounces later over the left field fence. Learid's abomination is continuing to shine in the field and hasn't made an error this series.

"Gordon's long run caused in the hole when he missed and reached the pay station on Steadley's and Veres' infield out. The rest of the Idaho Woods was a Custer pursuit, and he got away.

Each one of the four games played between these two clubs has been filled earlier and earlier by the heat diamond world displayed here, and the Idaho Gunners are today practically annihilated any chances that the Ogden club may have had to win the second-half pennant.

Johnny Walters, cooled everyone by coming back to take his regular position at third after it was thought that he might not be able to do that again. The day after did him good, for he gathered two singles and accepted several difficult chases.

George Pahler was removed from the game at the end of the fourth and sent from the park. Manager Learid took such action because he did not like the way Pahler pitched, and he called in Krausich, who replaced him, looked good.

Wally Canfield, who lost his first

game, was the only one to be blamed.

**TUNNEY RESTS;
STARTS BOXING
WORK MONDAY**

Dempsey, 85 Miles Away,
Trains for "Fight" Is Afraid of Overdoing.

By CLARK B. KELSEY,
United Press Staff Correspondent,

CHICAGO, Sept. 3.—Gene Tunney, the world's champion boxer, will work without his "post-nutritive," with Jack Dempsey on September 22, while some 85 miles away Dempsey worked for his "fight with Tunney." Getting away from his club training camp, Tunney decided his club would rest up from his training journey before donning the boxing gloves.

"Probably not until Monday," he said today when asked when he would start his sparring again.

He will remain at his hotel on the second floor of Cedar Crest Country Club for his living quarters. The club itself is perched on a hill two times as high as the Yanks' home.

The Bruins squared singles runs across in three innings to win a tight game from Brooklyn, 3 to 2. It Smith, Riddle, and McWayne, Brooklyn's

Lou Gehrig hit two home runs, his 4th and 45th, as part of the Yankees' 10 hits. The Yanks won the first two games, 15 to 12 and 18.

Although the White Sox had 18 players in an effort to beat the Indians, they were defeated, 7 to 4. Eddie Cicotte, the Indians' pitcher, played for the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

EARWOOD Baffles Ogden Gunners While Bruins Win, 5 to 1

By CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

to win their 10th straight game, 10 to 9, when they beat the Browns.

Manager Joe McCarthy, who had

lost his team in the first

round,

had to make a change in his

lineup.

After the first two-thirds of the game when he ran for Crouse after the latter's sole second and scored a run.

**FIGHT RESULTS
LAST NIGHT**

BY CLARK B. KELSEY,
CHICAGO, Sept. 3.—The Bronx Bombers, heavyweight champions of the world, New York, came from behind this round,

PHONE

38

Is There Anything You Want to Buy or Sell? Use a Times Want Ad-Call 38

Business Directory

MISCELLANEOUS

TYPEWRITERS
We sell new, reman'd, fix 'em
all kinds of typewriters.
ROYAL CORONA
IDAHO TYPEWRITER EX.
Local office - 218 Main Ave. No.

UNDERWOOD TYPEWRITERS- Get
them at the best price. We offer
rental or purchase price and
terms. Immediate service. H. K.
Perkins, local representative. Phone:
877.

MILL WORK - CABINETS, WOOD-
WORK, PLATES, Modern Planning Mill, 144
Third Avenue So. Phone 602.

MODERN WOMODEN OF AMERICA
meet at 1:00 P. M. every 2nd
and 4th Wednesday.

THE PREST-O-LITE BATTERY SERVICE
Station now at 121 3rd Ave. W.
I. A. Weston and Son.

GET YOUR STOVE REPAIRING AT
Gerrish's Second Hand Store, 221
Main Ave. S.

PLUMBING AND HEATING
HOME PLUMBING & HEATING CO.
New location, 138 Third Ave. E.
Phone 233.

TRANSFER...
CHOZIER TRUCKING COMPANY
Phone 348. Storage and drayage.

MONICHA'S TRANSFER & STORE
Co. Garage hauled daily.
Phone 218.

WALTER'S TRANSFER & STORAGE
Co. Storage and special car-
ships to California. Phone 342.

SHOE REPAIRING,
ROYAL SHOE REPAIRING, F. May,
1st, Prop., 150 2nd St. E.

IDRIO SHOE REPAIRING, J. O.
Werner, Prop., 218 Main North.

TWIN FALLS SHOE REPAIRING,
122 Shoshone West. Phone 294.
Service and quality guaranteed.

CHIROPRACTOR,
Dr. G. C. WIATT, CHIROPRACTOR
and electric therapy. Over Wool-
worth store. Phone 467.

ATTORNEYS,
O. C. HALL, OVER CLOTH BOOK
Store. Phone 37; Ross, 1368.

James O. Batterson, N.Y.; Mr. Chapman
Howell & Chapman
Woodlawn, 6, 7, 8, 9, 10.

SWEELBY & SWEELBY, ATTOR-
NEY, Idaho Power Building.

W. L. DUNN, ATTORNEY, HME
3 and 4 Smith Ave. building.

OPTICIANS,
EYECHEALOGIST - DR. Wm. D. Mayo
holds, 200 Main. Next door to
Golden Rule.

PIANO TUNING.

PIANO TUNER,
JANU TUNER, S. G. Hill, 16 yrs.
16 Twin Falls with Claude Brown
Music company. Phone 609 or 8345.

MONEY TO LOAN,
MONEY TO LOAN ON FARM AND
city property. Company and private
money. C. H. Potter, real estate
Twin Falls.

FARM - 160 AC. 10' DEEP 20' YEAR
long. 1/2 mile from Interstate. No com-
mon C. P. Thomas & Co. 12th Street
shoe W.

LOANS - FARM AND CUTE LOANS
Twin Falls and Abbot's Co.

SALESMEN WANTED

BALTIMORE DISTRICT MANAGER
Comes of money placing our Elec-
tric Multiclorine finishing light-
er. Classified devices, concealed
lighters and flashlights. The
household Flash-light, in combi-
nation you'll profit \$1000 per month
alone. You can place several week-
ly. Splendid territory, properties
A reasonable compensation. Realistic
agent required. Harbo Manufacturing Co.,
324 Bechtel Avenue, Minneapolis,
Minn.

MALE HELP WANTED

WANTED - MESSENGER BOY with
wheel. Apply at Western Union.

WANTED, MISCELLANEOUS

MATTRESS REPAIRING. WE MAKE
new ones out of your old ones.
The cost is 10% less. 332 Second
avenue and F. G. Abel Com-
pany.

TWIN FALLS JUNK HOUSE - MET-
als, rubber, hides, pots and furni-

CASH PAID FOR ALL KINDS OF
poultry - 165 Ave. W. Phone 385.

WANT - SMALL AGRICULTURE
A. D. Green - R. M. I. care Times.

WANTED TO BUY A HOME - Ad-
dress H. C. care Times.

TIME OF TRAINS

Orson Short Line

Leaves
150 - Ft. Missoula 7:10 a.m.
(Connect. east and west)
141 - Ft. Missoula 7:10 a.m.

142 - Ft. Missoula 7:12 a.m.
143 - Ft. Missoula 7:14 a.m.

144 - Ft. Missoula 7:16 a.m.
145 - Ft. Missoula 7:18 a.m.

146 - Ft. Missoula 7:20 a.m.
147 - Ft. Missoula 7:22 a.m.

148 - Ft. Missoula 7:24 a.m.
149 - Ft. Missoula 7:26 a.m.

150 - Ft. Missoula 7:28 a.m.

151 - Ft. Missoula 7:30 a.m.

152 - Ft. Missoula 7:32 a.m.

153 - Ft. Missoula 7:34 a.m.

154 - Ft. Missoula 7:36 a.m.

155 - Ft. Missoula 7:38 a.m.

156 - Ft. Missoula 7:40 a.m.

157 - Ft. Missoula 7:42 a.m.

158 - Ft. Missoula 7:44 a.m.

159 - Ft. Missoula 7:46 a.m.

160 - Ft. Missoula 7:48 a.m.

161 - Ft. Missoula 7:50 a.m.

162 - Ft. Missoula 7:52 a.m.

163 - Ft. Missoula 7:54 a.m.

164 - Ft. Missoula 7:56 a.m.

165 - Ft. Missoula 7:58 a.m.

166 - Ft. Missoula 7:59 a.m.

167 - Ft. Missoula 8:00 a.m.

168 - Ft. Missoula 8:01 a.m.

169 - Ft. Missoula 8:02 a.m.

170 - Ft. Missoula 8:03 a.m.

171 - Ft. Missoula 8:04 a.m.

172 - Ft. Missoula 8:05 a.m.

173 - Ft. Missoula 8:06 a.m.

174 - Ft. Missoula 8:07 a.m.

175 - Ft. Missoula 8:08 a.m.

176 - Ft. Missoula 8:09 a.m.

177 - Ft. Missoula 8:10 a.m.

178 - Ft. Missoula 8:11 a.m.

179 - Ft. Missoula 8:12 a.m.

180 - Ft. Missoula 8:13 a.m.

181 - Ft. Missoula 8:14 a.m.

182 - Ft. Missoula 8:15 a.m.

183 - Ft. Missoula 8:16 a.m.

184 - Ft. Missoula 8:17 a.m.

185 - Ft. Missoula 8:18 a.m.

186 - Ft. Missoula 8:19 a.m.

187 - Ft. Missoula 8:20 a.m.

188 - Ft. Missoula 8:21 a.m.

189 - Ft. Missoula 8:22 a.m.

190 - Ft. Missoula 8:23 a.m.

191 - Ft. Missoula 8:24 a.m.

192 - Ft. Missoula 8:25 a.m.

193 - Ft. Missoula 8:26 a.m.

194 - Ft. Missoula 8:27 a.m.

195 - Ft. Missoula 8:28 a.m.

196 - Ft. Missoula 8:29 a.m.

197 - Ft. Missoula 8:30 a.m.

198 - Ft. Missoula 8:31 a.m.

199 - Ft. Missoula 8:32 a.m.

200 - Ft. Missoula 8:33 a.m.

201 - Ft. Missoula 8:34 a.m.

202 - Ft. Missoula 8:35 a.m.

203 - Ft. Missoula 8:36 a.m.

204 - Ft. Missoula 8:37 a.m.

205 - Ft. Missoula 8:38 a.m.

206 - Ft. Missoula 8:39 a.m.

207 - Ft. Missoula 8:40 a.m.

208 - Ft. Missoula 8:41 a.m.

209 - Ft. Missoula 8:42 a.m.

210 - Ft. Missoula 8:43 a.m.

211 - Ft. Missoula 8:44 a.m.

212 - Ft. Missoula 8:45 a.m.

213 - Ft. Missoula 8:46 a.m.

214 - Ft. Missoula 8:47 a.m.

215 - Ft. Missoula 8:48 a.m.

216 - Ft. Missoula 8:49 a.m.

217 - Ft. Missoula 8:50 a.m.

218 - Ft. Missoula 8:51 a.m.

219 - Ft. Missoula 8:52 a.m.

220 - Ft. Missoula 8:53 a.m.

221 - Ft. Missoula 8:54 a.m.

222 - Ft. Missoula 8:55 a.m.

223 - Ft. Missoula 8:56 a.m.

224 - Ft. Missoula 8:57 a.m.

225 - Ft. Missoula 8:58 a.m.

226 - Ft. Missoula 8:59 a.m.

227 - Ft. Missoula 8:00 a.m.

228 - Ft. Missoula 8:01 a.m.

229 - Ft. Missoula 8:02 a.m.

230 - Ft. Missoula 8:03 a.m.

231 - Ft. Missoula 8:04 a.m.

232 - Ft. Missoula 8:05 a.m.

233 - Ft. Missoula 8:06 a.m.

234 - Ft. Missoula 8:07 a.m.

235 - Ft. Missoula 8:08 a.m.

236 - Ft. Missoula 8:09 a.m.

237 - Ft. Missoula 8:10 a.m.

238 - Ft. Missoula 8:11 a.m.

239 - Ft. Missoula 8:12 a.m.

240 - Ft. Missoula 8:13 a.m.

241 - Ft. Missoula 8:14 a.m.

242 - Ft. Missoula 8:15 a.m.

243 - Ft. Missoula 8:16 a.m.

244 - Ft. Missoula 8:17 a.m.

245 - Ft. Missoula 8:18 a.m.

246 - Ft. Missoula 8:19 a.m.

247 - Ft. Missoula 8:20 a.m.

248 - Ft. Missoula 8:21 a.m.

249 - Ft. Missoula 8:22 a.m.

250 - Ft. Missoula 8:23 a.m.

251 - Ft. Missoula 8:24 a.m.

252 - Ft. Missoula 8:25 a.m.

253 - Ft. Missoula 8:26 a.m.

254 - Ft. Missoula 8:27 a.m.

255 - Ft. Missoula 8:28 a.m.

256 - Ft. Missoula 8:29 a.m.

257 - Ft. Missoula 8:30 a.m.

258 - Ft. Missoula 8:31 a.m.

259 - Ft. Missoula 8:32 a.m.

260 - Ft. Missoula 8:33 a.m.

261 - Ft. Missoula 8:34 a.m.

262 - Ft. Missoula 8:35 a.m.

263 - Ft. Missoula 8:36 a.m.

264 - Ft. Missoula 8:37 a.m.

265 - Ft. Missoula 8:38 a.m.

266 - Ft. Missoula 8:39 a.m.

267 - Ft. Missoula 8:40 a.m.

268 - Ft. Missoula 8:41 a.m.

269 - Ft. Missoula 8:42 a.m.

270 - Ft. Missoula 8:43 a.m.

271 - Ft. Missoula 8:44 a.m.

272 - Ft. Missoula 8:45 a.m.

273 - Ft. Missoula 8:46 a.m.

274 - Ft. Missoula 8:47 a.m.

275 - Ft. Missoula 8:48 a.m.

276 - Ft. Missoula 8:49 a.m.

277 - Ft. Missoula 8:50 a.m.

278 - Ft. Missoula 8:51 a.m.

279 - Ft. Missoula 8:52 a.m.

280 - Ft. Missoula 8:53 a.m.

281 - Ft. Missoula 8:54 a.m.

282 - Ft. Missoula 8:55 a.m.

283 - Ft. Missoula 8:56 a.m.

284 - Ft. Missoula 8:57 a.m.

285 - Ft. Missoula 8:58 a.m.

286 - Ft. Missoula 8:59 a.m.

287 - Ft. Missoula 8:00 a.m.

288 - Ft. Missoula 8:01 a.m.

289 - Ft. Missoula 8:02 a.m.

290 - Ft. Missoula 8:03 a.m.

291 - Ft. Missoula 8:04 a.m.

292 - Ft. Missoula 8:05 a.m.

293 - Ft. Missoula 8:06 a.m.

294 - Ft. Missoula 8:07 a.m.

295 - Ft. Missoula 8:08 a.m.

296 - Ft. Missoula 8:09 a.m.

297 - Ft. Missoula 8:10 a.m.

298 - Ft. Missoula 8:11 a.m.

299 - Ft. Missoula 8:12 a.m.

300 - Ft. Missoula 8:13 a.m.

301 - Ft. Missoula 8:14 a.m.

302 - Ft. Missoula 8:15 a.m.

303 - Ft. Missoula 8:16 a.m.

304 - Ft. Missoula 8:17 a.m.

305 - Ft. Missoula 8:18 a.m.

306 - Ft. Missoula 8:19 a.m.

307 - Ft. Missoula 8:20 a.m.

308 - Ft. Missoula 8:21 a.m.

309 - Ft. Missoula 8:22 a.m.

310 - Ft. Missoula 8:23 a.m.

311 - Ft. Missoula 8:24 a.m.

312 - Ft. Missoula 8:25 a.m.

313 - Ft. Missoula 8:26 a.m.

314 - Ft. Missoula 8:27 a.m.

315 - Ft. Missoula 8:28 a.m.

316 - Ft. Missoula 8:29 a.m.

317 - Ft. Missoula 8:30 a.m.

318 - Ft. Missoula 8:31 a.m.

319 - Ft. Missoula 8:32 a.m.

320 - Ft. Missoula 8:33 a.m.

321 - Ft. Missoula 8:34 a.m.

322 - Ft. Missoula 8:35 a.m.

323 - Ft. Missoula 8:36 a.m.

324 - Ft. Missoula 8:37 a.m.

325 - Ft. Missoula 8:38 a.m.

326 - Ft. Missoula 8:39 a.m.

327 - Ft. Missoula 8:40 a.m.

OIL CRISIS IN U. S. WORRYING INDUSTRY CHIEFS

CURE FOR MAN-MADE STATIC

Radio transmitters of greater power and receivers of less sensitivity and greater selectivity are suggested as probably the only means of satisfactorily eliminating man-made static, by a report on "Radio Coordination" by the engineering national section of the National Electric Light Association.

The report, issued last month, gives year's work of the committee since it published its first report, and it represents the shift of engineering efforts of electric light and power companies in all sections of the country in an effort to solve some of the problems involved in eliminating radio interference. The report outlines the progress that has been made in the last few years in eliminating "man-made static."

Complaints of interference have been made by radio set owners in increasing numbers, and the trouble is becoming more popular. Companies that generate and distribute electric current are responding to the survey, disseminating information on 80 per cent of the sources of trouble. There are numerous other reasons for the buried hums and trying noises that trouble radio listeners.

"It is obvious," states the report,

"that the only place absolutely free from man-made radio disturbances would be in a desert island reached by a man-made radio station.

To keep her various atmospheric strata charged at the same potential would present the radio problem with undreamed-of difficulties. In the civilized world every snap switch, every doorbell, every one of the almost infinite variety of electrical and electronic devices in use today, and noise is a possible source of disturbance. There are even sources of radio noise which are not generated as electrical disturbances themselves, generated by machinery bellows or by the exhaust steam from the engine room of a ship.

The Constitutional Club, which owns the house for many years, and official of the club has stated that it was sold to a Wall Street banker, who turned it into a hotel, the Hotel Hill Inn, immediately behind a house known as Ashokan. The tunnel

is now open, the trail runs through Davenport, North Kortright, Hartsfield and Stamford, one of the popular centers of mountain tourism.

On the trail, between the two hills

is a small town called New Milford.

Next comes Grand Gorge, Prin-

ville, Andes, and then the town of

Old Dutch. This is to be converted

into a telephone exchange.

Many of these old buildings may

be far gone, but there are still some

useful houses, but Londoners of

the time are too many of them

destroyed.

The recent tendency toward the use

of larger power transmitters is a proper effort toward raising radio reception above the noise level of the community which will re-

duce the need for greater directional

direction in which broadcast radio should evolve in the development of transmitters of greater power and re-

selectivity, although this is one of the problems that only this industry can solve.

Local committees of the association, members of the N. E. L. A., generating light and power in all sections of the country, have been able to pool their experiences.

BORAH ONCE ON KANSAS PAPER

By United Press

KANSAS CITY, Mo., Sept. 2—It was their goal.

Hence was their requirement. Fano

and his group, organized

upon these principles in 1884 at the University of Kansas, have come such a long way since then.

General Fred Funston, the late Ralph E. Stout, formerly managing editor of the Kansas City Star; A. Marshall, formerly managing editor of the Kansas City Times; George E. Borah, once managing editor of the Chicago Inter-Ocean; the late John T. Murphy, former editor of the St. Louis Post-Dispatch; and W. T. Moran, owner of the Hutchinson, Kan., News.

In all, the group produced a magazine, two editions, and never knew it.

Now, however, the University

of Kansas has formed the Univer-

sity Course Publishing Company,

and publishes the university paper, John

Sullivan, a Kansas City attorney, was president of the group.

Allen White on the first newspaper job the Kansas editor ever had.

Both men have their country place,

but neither man must be seen with farm.

TRAIL OF 1541 TO BE MAPPED

Joseph H. Shuehr, American geologist, milled with his wife on the Santa Cruz of the Grace-line for Glacier, Montana, whence he came to the city of the state capital. There they will follow and map the route to the Eastern Orient, by way of the Guanche mountains, the Andes, and the region where, in 1541, Gonzalo

Magnus, brother of the Conqueror of Peru, led an expedition of 4000 men.

Mr. Shuehr said the trail had been followed by many later explorers, but no one had mapped it.

The trip will be difficult, make

the trip with only native guides and horses. They expect to map the Santa, Volcan, and Iba crater lakes, and to cross the Andes into less known territory, and thence back to Quito by name yet to be given. They hope to find the greatest elevation in the Americas, in the private residential parks—Sunset Park, Twilight Park and Santa Cruz Park, and Tannersville and Elka Park, and Custer.

Catkill is also regarded as a terminus of the trail, the routes joining at Elkhorn.

There, the first, and the route runs through Kaaterskill canyon to Kill Creek between cliffs that sometimes reach a height of 2000 feet.

High above the road camp is the greatest elevation in the Americas, in the private residential parks—Sunset Park, Twilight Park and Santa Cruz Park, and Tannersville and Elka Park, and Custer.

Hunter is next, then Lexington, the trail connecting with Mohican trail.

Practically no trail exists from

Elkhorn to Lexington, but

there is a trail through the Mohican

forest, and the trail continues

to the Mohican trail.

At Great Falls, the trail reaches

the Mohican trail, which connects

Oneonta on the west with Catkill on

the east, providing a splendid read-

ing trail through the eastern Catskills

and a convenient entrance to tourists

from Western New York.

In stagecoach days the Mohican trail was an important route of transportation of passengers, mail

and freight between Bloomsburg, Ithaca and Central New York and the Hudson River.

On the trail, between the two hills

is a small town called New Milford.

The Constitutional Club, which

owns the house for many years,

and official of the club has stated

that it was sold to a Wall Street banker, who turned it into a hotel, the Hotel Hill Inn, immediately behind a house

known as Ashokan. The tunnel

is now open, the trail runs through

Davenport, North Kortright, Hartsfield and Stamford, one of the popular centers of mountain tourism.

On the trail, between the two hills

is a small town called New Milford.

Next comes Grand Gorge, Prin-

ville, Andes, and then the town of

Old Dutch. This is to be converted

into a telephone exchange.

Many of these old buildings may

be far gone, but there are still some

useful houses, but Londoners of

the time are too many of them

destroyed.

The recent tendency toward the use

of larger power transmitters is a proper effort toward raising radio reception above the noise level of the community which will re-

duce the need for greater directional

direction in which broadcast radio should evolve in the development of transmitters of greater power and re-

selectivity, although this is one of the problems that only this industry can solve.

The recent tendency toward the use

of larger power transmitters is a proper effort toward raising radio reception above the noise level of the community which will re-

duce the need for greater directional

direction in which broadcast radio should evolve in the development of transmitters of greater power and re-

selectivity, although this is one of the problems that only this industry can solve.

The recent tendency toward the use

of larger power transmitters is a proper effort toward raising radio reception above the noise level of the community which will re-

duce the need for greater directional

direction in which broadcast radio should evolve in the development of transmitters of greater power and re-

selectivity, although this is one of the problems that only this industry can solve.

The recent tendency toward the use

of larger power transmitters is a proper effort toward raising radio reception above the noise level of the community which will re-

duce the need for greater directional

direction in which broadcast radio should evolve in the development of transmitters of greater power and re-

selectivity, although this is one of the problems that only this industry can solve.

The recent tendency toward the use

of larger power transmitters is a proper effort toward raising radio reception above the noise level of the community which will re-

duce the need for greater directional

direction in which broadcast radio should evolve in the development of transmitters of greater power and re-

selectivity, although this is one of the problems that only this industry can solve.

The recent tendency toward the use

of larger power transmitters is a proper effort toward raising radio reception above the noise level of the community which will re-

duce the need for greater directional

direction in which broadcast radio should evolve in the development of transmitters of greater power and re-

selectivity, although this is one of the problems that only this industry can solve.

The recent tendency toward the use

of larger power transmitters is a proper effort toward raising radio reception above the noise level of the community which will re-

CATSKILLS ARE TOURIST HAVEN

Scenic Beauties Found Along the Rip Van Winkle and Mohican Trails.

Motorists through the Catskill mountain region has been heavier in volume this season than in former years. One of the most traveled routes has been the scenic Rip Van Winkle trail, following a splendid covered road from Saugerties on the Hudson River up the three-mile Catskill hill.

Catskill is also regarded as a terminus of the trail, the routes joining at Elkhorn.

There, the first, and the route runs through Kaaterskill canyon to Kill Creek between cliffs that sometimes reach a height of 2000 feet.

High above the road camp is the greatest elevation in the Americas, in the private residential parks—Sunset Park, Twilight Park and Santa Cruz Park, and Tannersville and Elka Park, and Custer.

Hunter is next, then Lexington, the trail connecting with Mohican trail.

Practically no trail exists from Elkhorn to Lexington, but

there is a trail through the Mohican

forest, and the trail continues

to the Mohican trail.

At Great Falls, the trail reaches

the Mohican trail, which connects

Oneonta on the west with Catkill on

the east, providing a splendid read-

ing trail through the eastern Catskills

and a convenient entrance to tourists

from Western New York.

In stagecoach days the Mohican trail

was an important route of

passenger and freight traffic.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

trains, and pack animals.

It was used by stagecoaches, mail

AUBURN GIVES BIG SENSATION IN LONG TESTS

The Auburn cars are really built, records for machines of that class in a test at the Atlanta City Speedway, according to information received here by the Idaho Auburn Sales company.

The tests were made under the supervision of the American Automobile Association and included marks from the 500-mile road race, full tank stock cars and new records for 15,000 miles.

There were three cars in the runs, two of which were driven by Auburn drivers under all kinds of weather conditions and lasted for many hours.

There were numerous trials, including the 500-mile race, which included the entire night driving on a rain-soaked track.

The affair was the first of the kind and the result of much time, some of the marks follow:

Car No. 1, a roadster, which had driven 5,000 miles before the test at 100 miles showed a speed of 72.375 miles per hour; 100 miles in 11 hours, 1,000 miles in 22 hours, 5,000 miles in 62.655 miles per hour, 10,000 miles in 61,377 miles per hour.

Car No. 2, another roadster, at 100 miles average 71.11 miles per hour, 1,000 miles in 26.215, 5,000 miles in 62.655 miles per hour, 10,000 miles in 61,302 miles per hour.

At the end of 10,000 miles, the car was brought to full speed again, and averaged 72.375 miles per hour, ran 1,000 miles in 72.521 miles per hour.

Car No. 3, a roadster, which had broken the 2,000 mile stock car record by an average of 55.682 miles per hour for 100 miles. At 5,000 miles, the car had run 5,000 miles in 62.655 miles per hour, 10,000 miles in 61,289 miles per hour; at 10,000 miles, 62.289 miles per hour, 15,000 miles in 62,700 miles per hour.

**Plan to Change Name
of Paige Dealer Here**

Local dealers in the Idaho Falls area are looking forward to the changing of the name of the Paige Dealers, at present operating at 161 Second Avenue north under style of "The Super Service Station." The firm will retain its well known slogan of "The Super Service Station of the West" and the present person in charge of the outfit, Mr. Frank E. Cook, will remain in his position. The change will be made after the change was determined, and after regular legal process, the matter will be submitted to a vote of the members covering the recommendation of the board.

AIRPLANE SHOP FOR CLEVELAND

Airplane engine maintenance and repair shops to be established at Cleveland, Ohio, by the National Air Transport company, it has been announced. It will be located on the York-Cleveland-Chicago air mail route September 1, according to an announcement made by James C. H. Henderon, formerly an assistant postmaster general, who is now master manager of the National Air Transport, will use Bradley Field at New Brunswick, N. J., for its eastern terminal, and will have its maintenance headquarters at Cleveland, permanent headquarters for E. P. Lyle, general manager of operations with the company at Cleveland municipal airport.

H. A. Tice, veteran pilot of the S. A. T. Chicago-Kansas City-Dallas-San Antonio route, has been appointed supervisor of the southwestern division, with headquarters at Kansas City.

The New York-Cleveland division will be headed by W. E. Smith, who might serve as possible.

At present, the service, under the supervision of the United States Department of Commerce, the southwestern division is being maintained entirely from New York to Dallas, Texas, will be possible.

All small service will be brought to the southwest within 24 hours of New York.

W. S. Cook, manager of the Arrow Motor Co., Inc., local Paige distributor, considers an important guest in the Paige family.

He is Frank E. Cook, district manager of the Paige-Peugeot Motor Car Company.

Mr. Cook accompanied Mr. Lee as far as Pasadena for the recipient of much congratulations by Mr. Lee for the appearance of the Paige salooners and service stations throughout the West.

Mr. Cook has been engaged to photograph for reproduction in the house organs of the company's agents for a number of the new Paige models.

Mr. Lee stated that it is believed that the Paige sales will increase, as general trade and business increase since the Graham Brothers had assumed management at the factory.

Good Medicine

A doctor in a small town death that a new hat is a symbol of fortune for the average woman. Rather touchy, though, if the lady wishes her to be before every meal. The trouble is that she has to think the husband before taking.

TORTILLA NOW MACHINE MADE

Machines now are used to produce tortillas. In San Antonio, Texas, although such machines have been in operation for only about five months, the output has increased steadily.

John M. Williams, a tortilla manufacturer, still prefers to make his tortillas by hand.

Williams, who is president of the British Tortilla Co.,

told when Sam said "torta" (tortilla) to her talking chief and friends. The ceremonial distribution took several days as practically all the villages of the San Antonio area were represented.

Samson fast followed the ceremony.

PONTIAC TOURIST GETS WILD ANIMALS TO CLIMB OVER CAR

Prominent members of California have put up a unique "Nanny" outfit, the creation of Mrs. A. H. Swarthout of the Heart-Bar ranch, back in the San Bernardino mountains at the headwaters of the Santa Ana river. Nanny is a four-months-old desert mountain sheep, probably the wariest and most bold seen of any of the wild creatures of the west, yet in spite of that hereditary background, there was never a pup or kitten with more trusting and friendly disposition than Nanny possesses toward the world in general, and toward Mrs. Swarthout in particular.

The Heart-Bar cattle range includes

PARKS TO HAVE RECORD TRAVEL

Highest Motor Year in Sight for All-of America's National Parks

Recent reports from the National Park areas indicate that the number of visiting tourists and motor vehicles this year will exceed all previous records. In 1925 a total of 405,245 visitors came to the parks, and in 1926, 425,000. This year it is expected to increase still further.

The American Automobile Association has called attention to the increasing popularity of the National Park-to-Park tour, states that probably 2,600,000 persons will visit those areas during the season. Last year the visitors numbered about 2,000,000. Park reports show that as of July 24, 94,812 persons had entered the parks.

The National Park-to-Park tour embraces a circuit of 6,000 miles, taking in the following eleven National parks: Yellowstone, Glacier, Mount Rainier, Crater Lake, Lassen Volcanic, Grand Canyon, Petrified Forest, Mesa Verde.

The American Automobile association and the National Park Service have put forth every effort to make the tour attractive and comfortable.

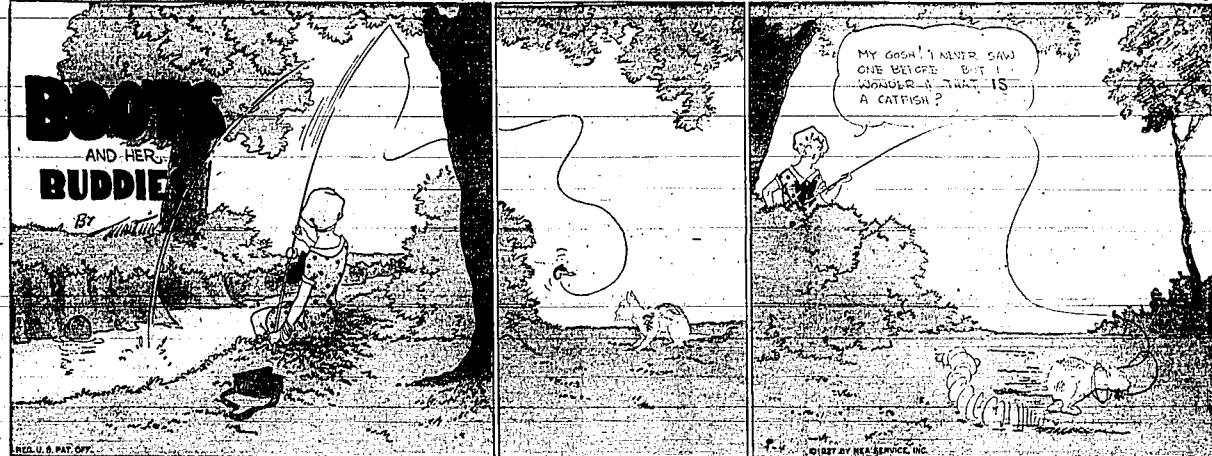
Winter features are the Majorie Ranch near Old Woman's Spring, and April the Swarthout cowboys were out fitting the cattle troughs at noon of course. One evening they were amazed to see a desert mountain sheep come to see a tiny creature along the edge of a cañon wall into camp. It proved to be a baby mountain sheep, and the cowboys had some condensed milk, and it lay down and slept by the fire. In the morning, they fed it meat, and the little creature was soon strong enough to come time to return to the home camp at Old Woman's, there still were signs of the mother, and they could hear her baaing from the little den to the mercy of the cowboy who took it in to Mrs. Swarthout at Old Woman's springs. They improved the condition of the lamb, and a medicine dropper for a nipple, and "Nanny" thrived from the very start. When the Heart-Bar outfit moved the cattle into the Big Bend area for the summer in the San Bernardino mountains, "Nanny" went along, and it was there that a party of Pontiac tourists arrived one day, and out of doors, "Nanny" is at her best. Her only fear is attack from the air, for eagles are numerous in the mountain country, and the sight of a man-made eagle will send her scurrying for shelter. An airplane flew over one day and nearly drove "Nanny" frantic from fear, and from those unfeigned fears, "Nanny" leads a care-free life.

KNICKERS OUTDOOR PANTS ON STIFF GLACIER CLIMBS

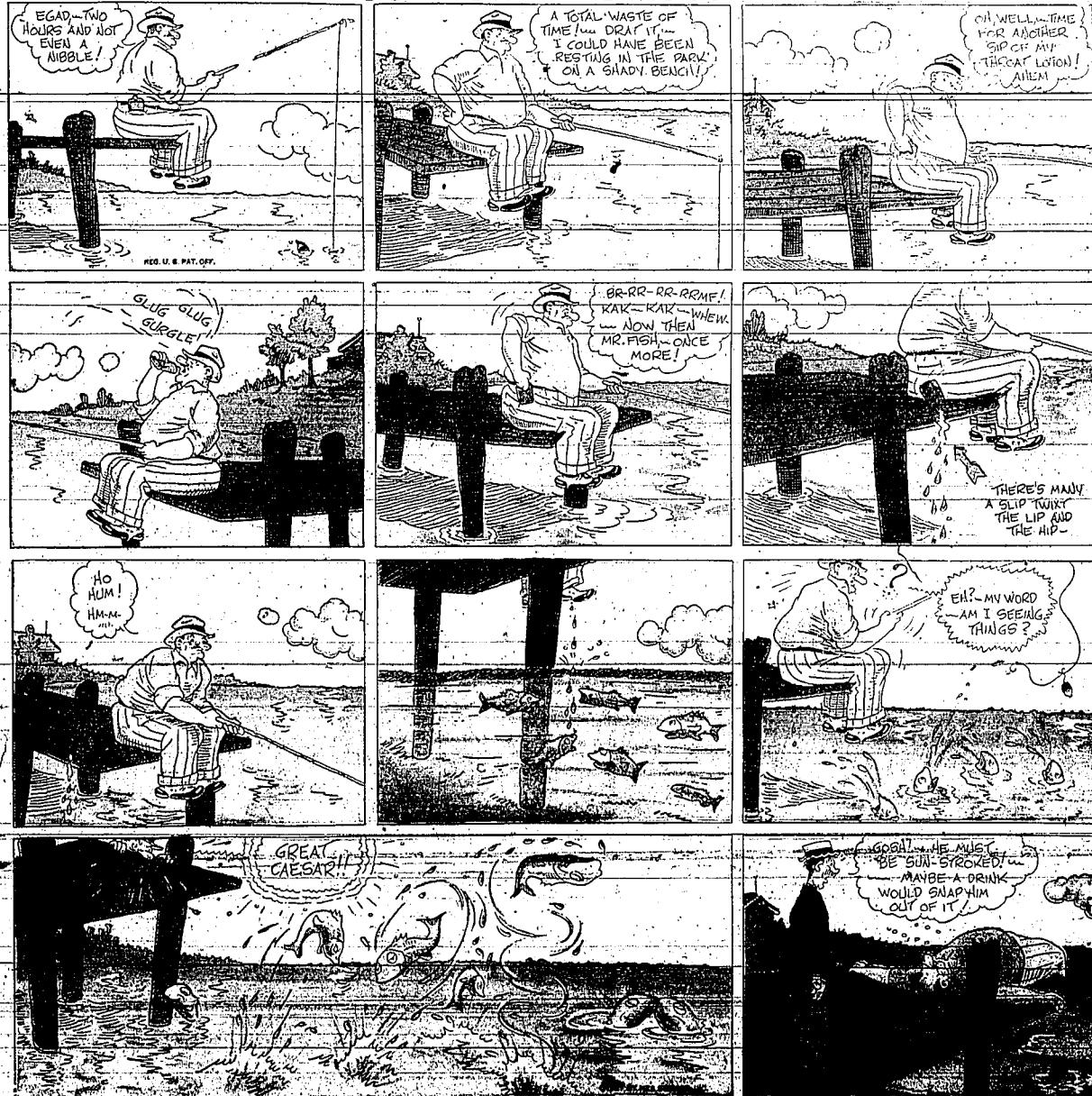
GLACIER PARK, Aug. 27.—The girl in knickers outdoes the average boy in pants, according to guides and field experts here. The second annual trials of the mountain climbing members of the glacier six crossed the knickers of Glacier National park attached to life ropes at the guides, and the girls, who had been informed of the dangers of the dangerous crannies of Grinnell glacier.

High speed, composed trifle, and stop, sharp turns at a fast clip automobile authority made his third and other conditions demanded in rough driving. Dodge Brothers first place in competition to the other major equipment one of the first considerations in appraising a motor car. Its improvements today are far beyond many have even contemplated a year back.

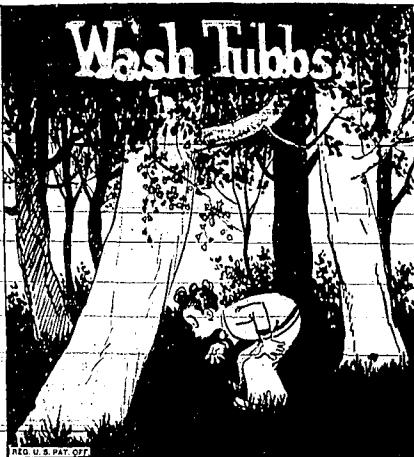
TWIN FALLS IDAHO, SATURDAY, SEPTEMBER 3, 1927



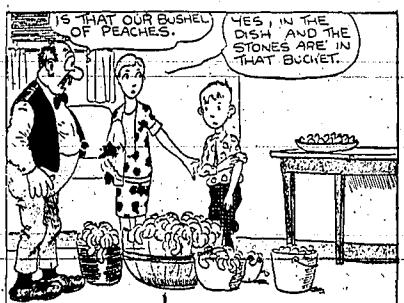
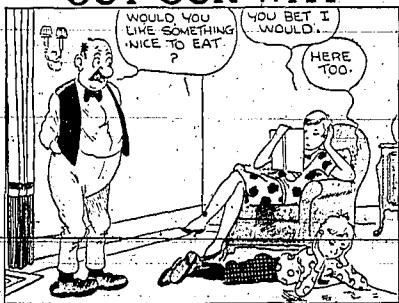
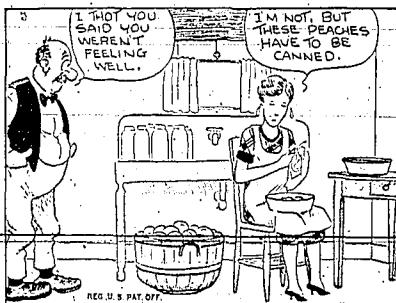
OUR BOARDING HOUSE



Wash Tubs



OUT OUR WAY

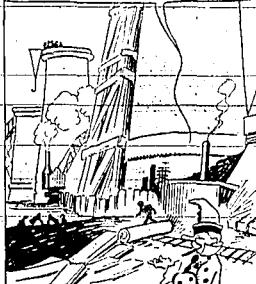




TO MORROW I'LL START ON
MY VACATION - I'LL
BE ON MY WAY TO
SUNSHINE STATE,
LEAVING BEHIND THIS
MADDENING CROWD,
LEAVING THEM WITH
THEIR LABORS.
AND WORRIES.



LOOK AT THOSE BUSY BEES
AS THEY WORK MIST HEAT AND
DUST. AH! TONIGHT ON THO' NOBLE
MARTYRS OF A BUSTLING
WORLD, WHILE I LET THE COOL
SUMMER BREEZE KISS MY
CHEEKS, AS I REST MY INDOLENT
CARCASS IN TRANQUILLITY ON
THE BANK OF SOME BABBLING
BROOK.



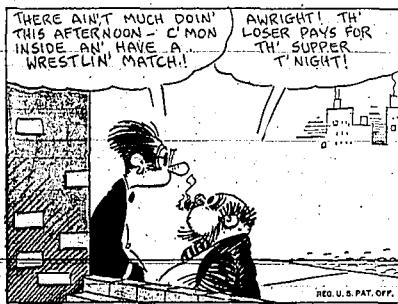
— AND THIS POOR WOMAN
COMING UP THE STREET,
WONDER IF SHE EVER HAD
A VACATION? WHAT?
DRAB EXISTENCE MUST
BE HERS, I MUST HELP
HER, WHY BE SELFISH,
WITH ALL THIS JOY AND
LEISURE THAT IS MINE?



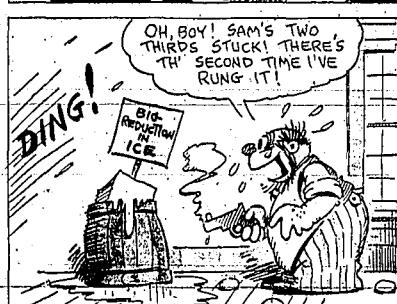
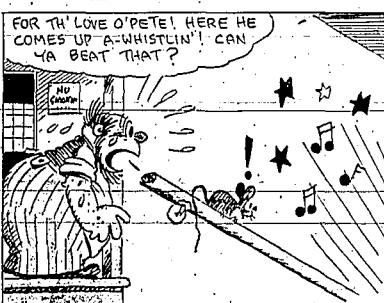
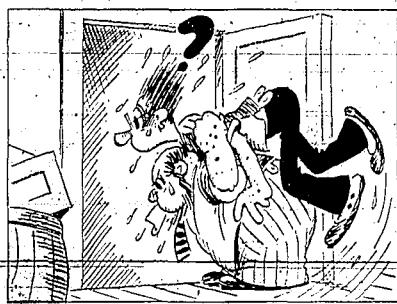
YESSIR!
THE WORLD IS FULL
OF SUNSHINE.

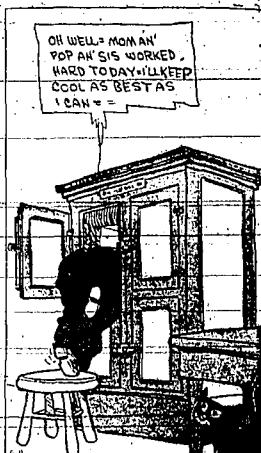
©1927 BY NEA SERVICE INC.

JIM LAFFERTY



SALESMAN SAM





©1927 BY HEA SERVICE INC.

FRECKLES AND HIS FRIENDS

