

HARRIS' RETURN FAILS TO EFFECT DRIVE OF MACKS

Tiger Manager Makes Vain Attempt to Turn Tide of Battle

SENATORS KEEP PACE

Giants Beat Cubs And Move Into 2nd Place

NEW YORK, June 16 (UPI)—The New York Giants have moved into second base, just behind the grueling while with the Washington Senators, in an effort to pull the tide back from out of a disastrous losing streak.

Harris until yesterday had not plied a single splice since he was sent to the bench, where he had piloted to a world's championship in 1923.

In his absence the two youthful heirs, Duke Alexander and Charles Wehringer, forced Harris to change his mind. He agreed to take the shipback, and both first and second base and many Detroit losses were credited to the skipper.

Starts With Hit.

So yesterday after the Tigers had lost 11 of their previous 12 games, they had to make up old past. But even his豫ance failed to help the Tigers. Their four-triumphs over the Philadelphians were 12 to 1.

A hit by Harris started the Tigers off ahead in the third. But the Indians, who had been back in their half of the frame to tie the count and went on to win in the seventh and eighth, imagined when they scored a total of ten runs.

Washington kept pace with the longest winning streak during the Chicago White Sox, 9 to 3.

Cardinals Lead.

No other American League competitor has yet scheduled games between Cleveland and New York and St. Louis and Boston but themselves.

The St. Louis Cardinals retained their four and one-half games lead in the National League when they drew 8 to 8 to take the four game series, three contests to one.

New York gained sole possession of second place by turning back Chicago, 10 to 2.

Clyde Sherrill's fourteenth home run of the season, which came on one of the two runs Philadelphia's 7 to 3 victory over Pittsburgh, put the Cards in the lead. The mound after nearly a month's absence because of an injury to pitch the Cincinnati Reds to a 7 to 2 victory over Boston.

Individual Scores Of Four-City Golf Tournament Listed

Borrowing are the individual scores of participants in the golf tournament staged at the Twin Falls Country Club Sunday. The Twin Falls, American, Folsom, and Rupert County clubs:

Scoreboard

Edmonds, Twin Falls 83 3

Acuff, Folsom 85 1

Bernard, American Falls 77

Wetherbee, Twin Falls 79 3

Dawson, Twin Falls 86

Gilson, Rupert 86

McClenny, American F. 87

Sherrill, Twin Falls 87 3

J. H. Harris, Folsom 87

Culbertson, Rupert 88

Davis, American Falls 88

Edmonds, Twin Falls 88 3

Edwards, Twin Falls 88

Frazier, Burley 89

Gurney, Folsom 89

Haley, Twin Falls 86 1

Hicks, Burley 86 1

Sparks, American Falls 100

M. Cosgriff, Twin Falls 88

McGinnis, Twin Falls 88

McMullin, Burley 86

McNally, Twin Falls 86

Sims, Twin Falls 102

Robinson, Twin Falls 84 3

Stevens, Twin Falls 84

Van Cleave, Twin Falls 88

Wiley, Twin Falls 86 1

Wiley, Burley 86 1

Wright, Twin Falls 86

Yates, Burley 86 1

Zimmerman, Twin Falls 88

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Frazier, Burley 89

Gurney, Folsom 89

Haley, Twin Falls 86 1

Hicks, Burley 86 1

Sparks, American Falls 100

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THIS NEW COMPETITION

AS IS always the case, there are two sides to every question, and this applies equally to the present campaign being waged by the railways against trucks.

Potent arguments are advanced by rail employees just why transportation business should go to the railways, on the grounds that the rail concerns are vital and necessary utilities, on account of the large payrolls provided, and because of the advantages in keeping such a large contributor of taxes on the local assessment lists.

Truckmen, who have heavy investments in equipment, retort that their livelihood is just as important, as is that of the railways, that there is no comparison between the number of jobs provided as between a mile-long freight train, and the number of trucks required to transport the equivalent in tonnage.

They point out that trucks give door to door delivery, are swift, sure and cost no more.

One contemporary, the Jerome Journal, sizes up the argument concerning the transportation fight, thus:

The campaign by employees of the Oregon Short Line branch of the Union Pacific Railroad against motor freight trucks is a part of the organized effort of the Association of Railway Executives to put the independent service lines out of business so the railway companies can again monopolize both freight and passenger transportation. Approach to the scheme is through an appeal to the Interstate Commerce Commission to "regulate and control motor driven passenger buses (not including school busses, taxicabs or hotel busses) and motor carrier trucks operating on highways for compensation or hire." This plausible looking idea is, you understand, the entry wedge by which they hope later on to split wide open the pocketbooks of the public so they can help themselves when they get it fixed to do so "legally."

After all, it appears the problem is simply one of competition, which every business would like to eliminate, but can't. The newspapers, for instance, find themselves surrounded with 24 hours of radio broadcasting, while the printing establishments have mimeographs, multigraphs, and all kinds of new contraptions waiting to do the job, maybe not better, but sometimes quicker, cheaper.

A company, firm or corporation, having a monopoly is not to be blamed for representing the interests of its competition, which we have always held is "the life of trade."

Perhaps this new competition of trucks and stages has and will hurt the railways; perhaps though it will be good for the railways, in bringing about, swifter and cheaper and better service, tuned to the standards of the present age and demands.

THE ALL-DAY SUCKER

FOR some reason it is rather heartening to learn that the old-fashioned all-day sucker is still America's most popular candy. Members of the National Confectioners' Association, convening in Chicago, report that the all-day sucker still sells in greater quantities than any other kind of candy.

Just why this should encourage anybody is not quite clear. Perhaps it is because of mankind's inherent conservatism. In an age when so many of the customs of former generations are being tossed into the discard, it is somehow comforting to learn that children still go for the all-day sucker. Not all of the old ways have vanished!

A GRATIFYING ACHIEVEMENT

THE value of intensive safety education work among children is clearly illustrated by the annual report for 1930, just issued by the National Safety Council.

This report shows that accidental deaths to persons of all ages increased 28 per cent in the past eight years. In the same period, however, accidental deaths among children under 15 decreased more than 2 per cent.

Children are being taught how to avoid accidents. Isn't it about time, now that the adults got a stiff dose of safety education?

Cassia County To Be Represented At Bush Health Camp

CLUE IS OBTAINED IN BEAUTY'S DEATH

June 10 (Special)—The Cassia County health service, which has been trying for the purpose of detecting the exposures of a number of children at the Bush health camp which opened yesterday, has obtained a lead.

Mrs. Frances M. Warna, Cassia county health nurse and chairman of the committee are aiding in this work.

Children's Day Program

The annual Children's Day program was held at the Methodist church at 11 o'clock Saturday morning. A large number of children from New York politicians and a man from the musical selection will be given.

The women of the Methodist Episcopal Ladies Aid will be in charge of general planning in the

EVERY HOUSEWIFE WILL ADMIRE THIS NEAT KITCHEN



The old and the new in kitchens is illustrated in this picture. On the left is a modest kitchen, simple and spartan with many of the latest devices that add the housewife in her work. At the right is a modern kitchen, airy and cool, a regular inferno in summer.

HOOVER REPORTED

(Continued From Page One)

off the large portion of the debts, the Hoover administration intends to be certain that Europe will not be left in the lurch. Mr. Hoover said he could be convinced that Europe's debt should be shifted partly to shoulders of American taxpayers, and that the U.S. should participate in what he estimates to be a \$5,000,000 world conference for armament reduction, and that the U.S. should be willing to recommend any change at all for the present.

Two Questions

In the two considerations, either that our government, will increase its influence over the German economy to increase revenues and reduce expenditures, or to inflict still more severe penalties of war debts and reparations.

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