

America's Lines Holding on Five Fronts

SOUTH IDAHO CELEBRATES TOLL LIFTING

Varied Activities Mark Observance Of Span Opening

Jerome-Twin Falls Join in Program; Governor to Sever Ribbon to Start Free Traffic Flow

Now that a matter of hours away are impressive ceremonies marking long-anticipated removal of tolls from the Twin Falls-Jerome inter-county bridge upon state acquisition of the structure across Snake river.

BOARD APPROVES SPAN PURCHASE

Taylor Holds Out Against State's Deal for Removal of Tolls

BOISE, April 29—By a two-to-one vote the Idaho state board of examiners approved today a \$460,000 claim covering the price the state agreed to pay for the privately-owned highway bridge that crosses the mighty Snake river canyon between Twin Falls and Jerome so tolls amounting to \$100,000 can be removed.

Officials announced that traffic moving toward the north side by way of the bridge will be resumed at 1:30 p. m. and will be re-routed over the Hansen bridge. On the Jerome side the procedure will be followed for cars which must proceed.

Handling the plan of running old automobiles over the bridge, the county will be in charge of the Twin Falls high school band from the Jerome side and the county will be in charge of the north side.

Following his address as principal speaker, Governor Bottolfsen will cut the ribbon representing parting of the toll barrier. He will be in Twin Falls and Jerome high school salons of blue and white and orange and black, respectively.

REHABILITATION WORK UNDERWAY

Red Cross Chief Estimates \$2,500 Needed for Tornado Victims

GOODING, April 29—Relief funds totaling \$2,000 are needed for victims of a tornado that ripped through a farm area near Gooding Friday, American Red Cross representatives estimated today.

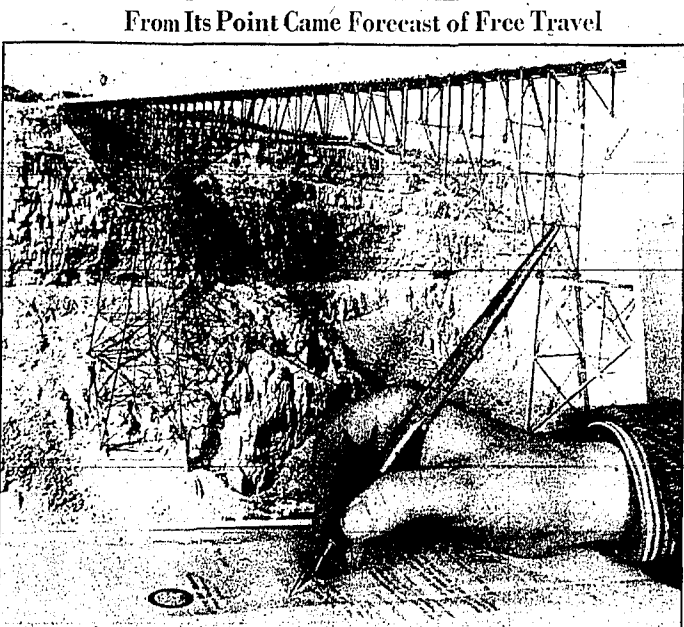
FLASHES OF LIFE

Emergency NATION, Mass.—Firemen sped several miles to answer an emergency call that a fire had burned into Lake Cochichewick.

There ought to be—ROCKY MOUNT, N. C.—Policeman E. W. O'Connell searched city streets for authority to give a permit for a ticket for driving his automobile down a sidewalk—but all he found was a law against rolling the baby carriages side by side on the walks.

Mechanized SALMON, Idaho—Salmon's hand-cranking telephones (remember 'em) will be replaced by electric ones.

It Pays—LOS ANGELES—Dolly Vaughn is finishing her education at University of Southern California.



Symbolically presented against a background of the mighty span for which the words it wrote were to bring free travel is the pen with which Governor C. A. Bottolfsen signed the bill creating the Idaho bridge commission. As a constant reminder of the long battle for a toll-free bridge, the pen has adorned the wall at the Twin Falls Chamber of Commerce office until it was taken down for this photograph with the Twin Falls-Jerome inter-county bridge. (News Photo and Engraving.)

At Last—A Free Bridge!

This is a big day in the history of Magic Valley, for it marks removal of the toll from the Twin Falls-Jerome inter-county bridge—a great obstacle which has stood in the way of southern Idaho's progress for more than 12 years.

Freedom-loving people have a natural desire to do away with any such barriers as a bridge toll, and for a number of years a diligent fight has been carried on toward that end.

It requires a lot of patience, persistence and hard work to achieve an accomplishment of such major proportions, and much of all who have carried on with unflinching determination despite many reversals and disappointments are deserving of those credit. All of southern Idaho will share in the benefits resulting from their efforts.

In observance of this happy occasion, the Twin Falls newspapers are celebrating with one of the largest special editions in their history—made possible with the support of both the north and south side merchants.

City Calls for Time To Complete Census

Twin Falls mayor, Joe Koehler, announced after a regular meeting of city council last evening that city officials will meet at 11:30 a. m. today with representatives of the census bureau to request an additional two weeks time to complete the official count of Twin Falls population.

Earlier today, at 10:30 a. m. the mayor announced, councilmen will be called in special session to confer with Dean Miller, Idaho WPA administrator, and other WPA officials regarding the municipal reservoir and other WPA projects.

Tornado Strikes Illinois Region

PONTIAC, Ill., April 29—A tornado struck the northwest side of Pontiac late today, leaving at least one person dead and about 100 injured.

FRANCE ABANDONS HOLIDAY PARIS, April 29—Abandoning a traditional holiday, French labor unions today instructed workers to remain on the job May 1 to maintain war-time production.

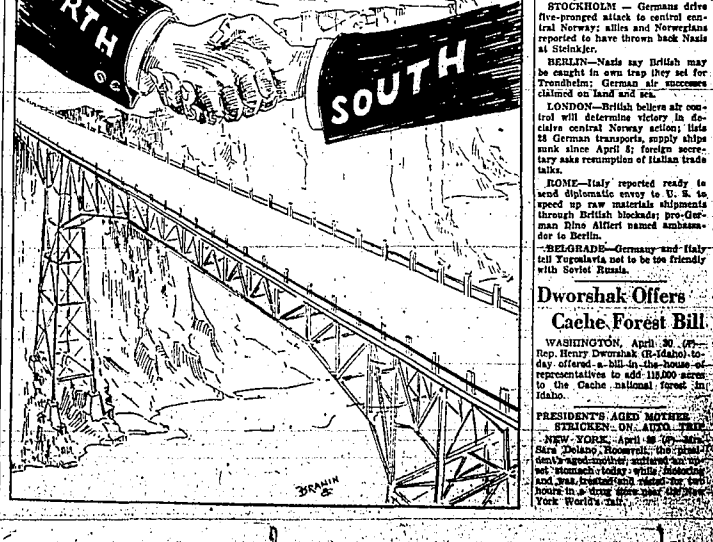
Granges on Record For Road Program

BUHL, April 29—At a meeting attended by representatives of 9 of the 14 subordinate granges of Twin Falls county, support was formally pledged here tonight to the U. S. 30 Improvement association of South Central Idaho in support of improvement of U. S. highway 30 through this section of the state.

Following appearance of key speakers representing both the granges and the newly formed association, the following granges represented at the meeting pledged support of the association's concerted drive: Fifer, Cedar Draw, Deep Creek, Knoll, Mountain.

Tolls Removal Creates New Bond

The removal of tolls from the Snake River bridge has created a new bond between the north and south sides of the canyon, as merchants and citizens on both sides celebrate the occasion.



Nazi Columns Push Toward Railway Line

Germans Strike in Five-Forked Attack—Four from South, One from North

NAMES SECTION Northern Norway, April 29—German warplanes made six attempts today to attack Vamsos, some of the most intense German bombing of the Norwegian coast, but were driven off by a line of British anti-aircraft fire set up to protect this allied base.

Only once were bombs dropped. On the last trip, one bomber flew over the railroad station and poured incendiary bombs, but was beaten by a heavy retreat when British shells popped all around him.

A British reconnaissance plane this afternoon said enemy planes had been shot down.

The communique, telling of fighting at the front, said British patrols ambushed a German detachment today, killing several and taking some prisoners. Enemy patrols were repulsed.

STOCKHOLM, April 29—Germany's lightning legions struck in a five-forked attack—four from the south and one from the north—against allied positions along vital railway lines in central Norway tonight.

The allies were described as strategically placed, however, with machine-gun nests and light artillery defending their positions.

Up the Gudbrandsdalen, a valley lying northwest-south-east across Norway, the Germans were reported in Norwegian dispatches trading here to have occupied Kvan, 35 miles southeast of the British-held junction of Dovdefossen.

Farther west, where the Gudbrandsdalen valley roughly parallels the Gudbrandsdalen, a German column advanced northward from the region of Alvdal to the vicinity of Herkims, where they came upon strong allied positions.

Fighting was reported in progress there, with the British battling to defend the railway which links their forces at Dombas and Storaen to the northward.

Norwegian troops were reported fighting a third German contingent tonight at Ulrike, on the snowy heights about 100 miles east of way from Dombas to Ulrike. This area is a strategic point, especially toward the mountain country.

German dispatches said the invaders had pushed to Juvet, a mile or two from Ulrike and within striking distance of the railway.

The fourth German column from the south seems to push on from Trons, on the Oslo-Bergen railway, to Sjoerod.

From German-occupied Trondheim, a post recently desired by the British, a fifth German detachment was driving southward in the hope of connecting with the German forces in the Oslo-Bergen railway.

From the admiralty came a flat denial of what was said to be German claims that five British warships and transports had been sunk or badly hit within the last 48 hours. The admiralty made a counter-claim that three German supply ships were "torpedoed and sunk" the only British losses, the admiralty said, were two trawlers, the Hammond and Larwood, which were lost without casualties.

Developments In War Zones

STOCKHOLM—German drive five-pronged attack to central Norway; allies and Norwegians reported to have thrown back Nazis at Steinkjer.

BERLIN—Nazi say British may be caught in own trap; they set for Trondheim; German air success claimed for second day.

LONDON—British hold air control will determine victory in southern central Norway; allies; lists of German transports, supply ships sunk since April 8; foreign secretary asks resumption of Italian trade talks.

Dworshak Offers Cache Forest Bill

WASHINGTON, April 30—Rep. Henry Dworshak (R-Idaho) today offered a bill-in-the-house-of-representatives to offer 116,000 acres to the Cache national forest in Idaho.

NEW YORKERS AGED MOTHERS STOCKHOLM, April 29—The president of the American Red Cross today said that the number of elderly people in New York City is increasing.

CANAL SEARCHED FOR BOISE PAIR

Lieut. and Mrs. Roy Rasmuson Believed Drowned; Car Recovered

BOISE, April 29 (AP)—The swift waters of the Irrigation canal held tight the bodies of Lieut. and Mrs. Roy Rasmuson of Boise, who were reported drowned when their automobile jumped from a highway bridge into the ditch late yesterday. Officers and volunteers directed by Sheriff Don Hendrick of Ada county searched fruitfully for the bodies.

"We have placed a screen six miles down stream from the scene of the accident and they will not get by that," said Sheriff Hendrick.

Their two little children, 14-year-old Dorothy and 10-year-old Bonnie, took bravely the explanation for their parents' failure to return to the home in which they waited for their timely last night.

Major Lester M. Allen of Boise, CCC district commander, took them under his charge.

The fate of the young couple was indicated with the recovery of their empty automobile from the stream late yesterday and their continued absence from their home, established evidence only now.

A front window of the car had been broken and a rear window was broken out. The automobile was found where it was in the canal.

Whoever was in that car when it jumped from the bridge was dropped, because no one could get out of that current. It is too swift and deep," said Commander Allen.

Rasmuson, 35, was the signal officer for the Boise National Civilian Conservation Corps, having come to Idaho 10 months ago from Chicago.

All Bruneau Camp Before being assigned to the Boise post earlier this month, he had been stationed at the Bruneau CCC camp in Owyhee county.

The bridge from which the car jumped is made of planks and is not in line with the highway, requiring a slight turn to the right on the approach outbound from Boise and then a left turn to step on the road.

Today this telegram was received by Idaho state police from Mrs. Margaret Johnson of Chicago.

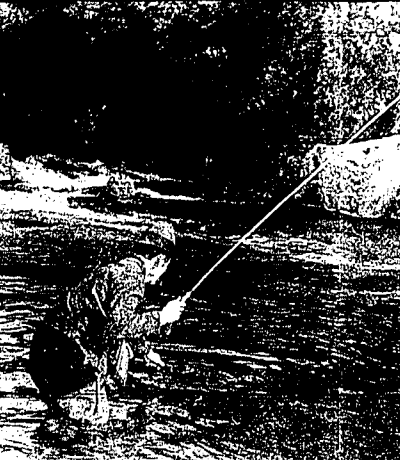
Please see information concerning my brother, Lieut. Roy Rasmuson, who was reported drowned.

Police also located a brother, E. Rasmuson, of Lieut. Rasmuson at Hartford, Mich.

Two Mrs. Rasmuson's sisters also were located. They are Mrs. J. L. Bender and Mrs. Dennis J. Perry, both of Chicago.

L. Rasmuson's parents, Mr. and Mrs. Frank O. Rasmuson of Sandstone, Minn., were informed last night of the tragedy, but they had not responded yet today.

Lakes and Streams Beckon to Anglers



IN THE SPRING a young man's fairy may turn to many things, but on May 1 the thoughts of many men and women will turn to lakes and streams. Although high water prevails this spring, true followers of Isaac Walton will not be deterred from trying their luck, and such scenes as this will be common after today. Mike Theodorson of the Idaho Fish and Game association is shown here engaging in a bit of action in one of the many prime fishing streams of this section. (News Photo and Engraving).

EXECUTIVE RUNS MONKEY COLONY

Husky Male Bosses Animals Under System Similar to Corporations

By JOHN LEAR

HUMACAO, Puerto-Rico, April 29 (AP)—The monkeys that are most like men live under an economic system similar to modern business corporations run by human beings.

They are looked by a president. In the president's absence, his job is taken over by a first vice president.

When the first vice president leaves, a second vice president takes over, and so on.

There is even a similar counterpart for the boss secretary.

The evidence that our business system may have its start back in the tropics may also be alive to me on Monkey Island, which lies a quarter mile out in the Atlantic Ocean from the little town on Puerto Rico's eastern coast.

The source was Dr. C. R. Carpenter, an anatomist and student of the world's only economic monkey colony.

All Pure Specimens These monkeys are the typical type because they are preferred for scientific experiments. All pure specimens, they were brought to the island by the school of tropical medicine of San Juan in conjunction with Columbia University.

They are maintained under controlled conditions intended to keep them free of disease.

The biggest herd in the colony is headed by Dr. Carpenter discovered by a husky male known as "No. 100."

All the other monkeys to the line when he is around. He gets first choice of whatever food is available.

A good looking female who takes delight from him commands the respect of all the lower lights, respect goes out and grabs food when no other female dares. Other males may make a play for her, but they don't get serious when "100" is in sight.

Keeps Eye on "100" Whenever "100" goes, another big male, known as "174," goes along. "174" always keeps an eye on "100." Whenever "100" indicates he is the thing to do, "174" does.

This, Dr. Carpenter points out, is typical of "yes man" attitude.

Consequently, the doctor said, he

was not surprised when he learned that "174" was the first vice president of "100's" firm.

This was proved by looking up "100" and seeing who would take his place at the head of the herd.

When "174" was looked up, his place was taken by a fellow named "160." And so on down the line.

A check-up showed that "160" commanded the biggest personal following—more than 100—than any of the other males—50 in all.

But in a modern business, the boss of his group of monkeys disappears his power, by setting up a monopoly in a certain territory.

Any monkey from a competitive herd—there are 225 of the animals in groups in different parts of the island—is warned by a monkey who if he makes a competitor's move for food if he doesn't get out. Then, the dominating male in that area beat him up and drive him off.

Former Senator Sued for Crash

BOISE, April 29 (AP)—Federal District Judge C. C. Cavannet took issue over subsequent today attorneys' arguments in a lawsuit brought by John George, a Creek of Weber, to collect \$5,000 damages from former United States Senator R. N. Stanford of Baker, Ore.

George sued for personal injuries he claimed he received while a passenger on former Senator Stanford's automobile four miles southwest of Boise, Ore., Jan. 2, 1929.

The witness man claimed the operator of the machine drove it recklessly and carelessly. He was reproached by J. M. Lamport of Boise. Stanford assertedly was driving the car involved in the suit, and allegedly lost control as he was rounding a curve.

Mr. Stanford was represented by J. E. Martin of Boise.

BIG DAYS COMING! Rexall Original ONE CENT SALE May 1, 2, 3, 4 Wiley Drug Co.

The Forum

Articles on topics of current interest not exceeding three hundred words in length will be published under this heading. Publishers of other papers in this section are invited to contribute. No attention will be paid to unsigned communications.

Single Purpose Argued To Justify Sales Tax

Editor The News—Now that the question of a sales tax is again before the people of the state I want to say:

That I am not in favor of a sales tax excepting for the purpose of creating a fund to be used as a pension for the old, the crippled, and the blind. As I see it there is no other way of caring for the unfortunate.

It is my opinion that the school can and should be financed with ad valorem taxes of the state.

Now the writer of this article is not mad at anyone politically or otherwise and is at peace with the world and you.

Sluiced. R. J. DAY, Eden, Idaho.

THE SPIRIT OF '76

by JOHN CLINTON

Like so many people I've always been able to make my opera or baseball team.

It wasn't what you'd call an obsession. If someone yells "Gamm" at me quick, I'd be more apt to think of a street car conductor than some silly thing in a red dress singing on the stage in high C!

"And then Union Oil company started its broadcast of 'streamlined opera'." NBC Ed Network 6:30-7:30 a.m., Monday night, 1931. And now I am an authority on music!

This Union Oil Program has clear right lines. You don't have to sit through a lot of dull yodeling waiting for some tenor to crank out a familiar tune—you can whistle on the way home.

Because in these "streamlined operas" they've cut out that stuff. The action is all in English and you really get the story. By golly, it's pretty cool stuff.

Another thing that makes it good is the fact that they don't always have grand operas. In fact, many of the shows are Victor Herbert type things that you've whistled all your life—and musical comedies, too. No No Nonsense.

So look, Mondays at 7:30 P.M. broadcast by the radio and tune in on next NBC Ed Network 6:30-7:30 a.m., Monday night, 1931.

See an ad for it. If you don't like it, then write me a letter and I'll personally write on the steps of the NBC Station in Hollywood Remembrance, Union Oil Program—Monday—7:30 P.M.

UNION OIL COMPANY JOHN A. BAISCH, JR. DISTRIBUTOR

BITES SET FOR MISS DETWEILER

Saleswoman Passes Here Following Prolonged Illness

Funeral services for Miss Kathryn H. Detweiler, daughter of David P. Detweiler of Twin Falls and member of a pioneer southern Idaho family, will be conducted at 2:30 p. m. Wednesday at the Reynolds funeral chapel, Rev. St. Hendrick and Rev. Miller of the Methodist Church in Carey, Idaho, will officiate.

Funeral will be in the Twin Falls cemetery.

Miss Detweiler died at 6:30 a. m. yesterday at the Twin Falls county general hospital.

She had been in the home of a sister, Mrs. W. A. Colburn, of Carey, for the past five months. Before that time she had lived at Portland, Ore., for two years, and prior to that had resided in San Francisco.

Miss Detweiler was a sales representative for a national publishing company. She had been ill for the past three years.

She was born October 21, 1883, at Soderstrom, Penn.

Survivors include her husband, Harry Detweiler, Twin Falls; Mrs. Harry Nebel, Los Angeles; Mrs. Colburn, Carey; Mrs. E. H. Hilly, Nampa; Mrs. Charles Greenup, Atlanta, Ga.; and Miss Sadie Detweiler, Denver, Colo.

Automobile batteries nowadays have nearly 20 uses as compared to the 14 uses 10 years ago.

Saves Swedish Gold



CAPTAIN WILLIAM MEHALL, skipper of the American freighter *Morona*, shown as he brought his ship into New York harbor, after he had fled the port of Trondheim, Norway, with a fortune of \$100,000 in Swedish-owned gold hidden in the hold of his ship after Germans had captured the port. He said that a skeleton force of about 200 Swedish Trondheim in a pre-dawn raid April 9 and "walked in unopposed."

TRUCK DRIVER LACKS CHANGE

Stanley Patch of Twin Falls has been called to appear in court by state police to answer to a charge of parking his truck on the highway. The officer is allowed to have occurred some time on U. S. highway 50, the miles east of Twin Falls.

FAT STOCK SHOW AT IDAHO FALLS

Murtaugh, Gooding Entries in First Annual F.F.A. Exposition

IDAHO FALLS, April 29 (AP)—The annual Idaho F.F.A. fat stock show and market opened today with some more approximately 500 head of livestock after opening exercises which featured the F.F.A. band.

Some 1,000 people crowded the fair grounds for the event.

One year's elected Tom Nelson, of the Idaho-Liberal chapter, presided for the month's event.

The list of participants included the following: Murtaugh, Gooding, Blaine, and other entries.

Miners Resist Salmon's Sands

BOISE, April 29 (AP)—Yankers of the Salmon river, near the old gold fields, will be affected by gold miners' rights this summer, but this time they have efficient methods than the old-fashioned pan or sluice box.

The Gold Manufacturing company of Boise is constructing ponds for the largest gold dredge in Idaho, officials said today, one that will cost \$2,000,000.

Head for the Snake River Miners' union, the 25 ponds will be located on the dredge site and 2000 acres.

WHY?

Why do people prefer *Blue Arrow* for cleaning? This sign is the answer.

850

Hard To Please?

Hard to please customers hold up our business. They are responsible for our large selection prices of sea foods and steaks. Next time dine at

Blue Arrow Cafe

Twin Falls Specialty Cafe

Idahoans Protest Potato Rate Hike

BOISE, April 29 (AP)—R. H. Young, member of the Idaho public utilities commission, and Carl De Long, one of the commission's chief experts, were en route today to Washington, D. C., to appear on May 1 before the Interstate Commerce commission to argue against any increase in potato freight rates on shipments from Idaho to the east of the Illinois-Indiana line.

Service Official Confers at Unit

R. O. Beumer, member of the field consultant service on records, reports and administrative practices for the State and Provincial Health authorities, arrived Sunday for a week of consultation at the South Central Idaho district health unit.

Emphasis on Atmosphere

At the FAIRMONT HOTEL

On Nob Hill Overlooking the Bay, SAN FRANCISCO

Rates from \$4 per day - Garage in the building

George D. Smith, General Manager

Los Angeles Office: One W. Fawcett, 210 W. 14th St., TR 3471

the Busiest Pair in town

Smokers are buying 'em "two packs at a time" because Chesterfields are DEFINITELY MILDER, COOLER-SMOKING and BETTER-TASTING.

Chesterfields are made from the world's finest cigarette tobaccos and they're made right. In size, in shape, in the way they burn... everything about Chesterfield is just right for your smoking pleasure.

BETTYMAE AND BEVERLY CRANE

Chesterfield

America's Busiest Cigarette

UNION OIL COMPANY JOHN A. BAISCH, JR. DISTRIBUTOR

TWIN FALLS NEWS

Published every morning except Mondays, by The Twin Falls News Publishing Co., Inc., Twin Falls, Idaho. Daily edition published at second class mail rate... Subscription rates: By carrier-payable in advance...

believes these records "will furnish significant first-hand information for future students of the history of our times and of its young people in the West."

Other Points of View

MEAN AND MACHINES: Testimony calculated to draw public attention to the problem of technological unemployment has been presented during the "New Deal" by the so-called "Mean and Machines" committee...

RUSSIA BACKS OUT

One bright spot, anyway, appears in the European war picture. It is the announcement made from Moscow, that "Russia is not going to participate in the attack on Poland."

MOST IMPORTANT PAPERS

This American public opinion is modulated by a strong feeling that the big city press, as stressed by a speaker at the recent convention of the American Newspaper Publishers Association...

HE COULDN'T HATE

It is a new symbol of the fruits of true democracy, the Negro educator, thus honored on the Hill by the Senate, has been a Negro educator, thus honored on the Hill by the Senate...

LANGUAGE

A convention of the Association of Modern Language Teachers, with nearly 1,000 teachers attending, is being held in New York City...

SUPERIORITY

There is some ground for jubilation, no doubt, in that the United States, with about one-twentieth of the world's population, has nearly half of the world's telephones...

NEW CHILDREN'S CRUSADE

The director of the Congressional Library has asked the headquarters of the Children's Crusade for Children for the "great mass of written, printed and visual material being developed in connection with the crusade in Idaho..."

Breakfast Food

Voices on Phone—"John Smith is sick and can't attend class," he requested me to notify you. Professor—"All right. Who is this speaking?" Voice—"It's my roommate."

The Big Helper-Outer



National Whirligig

WASHINGTON: Mr. Roosevelt's administration is quietly planning the construction of a "two-ocean navy," although the admirals prefer to avoid the implied foreign intervention program before the congressional committee...

CONTRAST: House Republicans

Two House Republicans are in the midst of a bitter fight over the proposed extension of the National Industrial Recovery Act...

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Division of Powers - Unique in Nazi-Occupied Denmark

NEW YORK WHIRLIGIG

By Richard Wade and Fred Olin. POLICY: No Nazi coup in the last five years has produced such a positive effect on the world as the Danish situation...

UNLESS OFFICIAL

UNLESS OFFICIAL: Unless official disapproval is given by the Berlin foreign office to the military administration over occupation of Greenland...

TEAM: Swedish

TEAM: Swedish: Swedish troops through a new light on a probable role of the Russian sphinx in the Berlin-Berlin-Berlin...

OVER HEEL HELP HARMFUL

OVER HEEL HELP HARMFUL: The tendency to find the easiest way out of difficult situations is a temptation to which every man is bound...

Small Boy Admits

Small Boy Admits: A young boy of five, who has been accused of stealing a candy bar, has admitted the crime...

Derailing of Train

Derailing of Train: A train derailed Saturday, April 29, near Grand Junction, Colo., and the cause of the accident is being investigated...

Small Mondays

Small Mondays: Organizations which meet on the first and third of each month are being urged to change their meeting days...

ADD-REVERSE TACTICS

ADD-REVERSE TACTICS: To your list of those who use the "add-reverse" tactic, add the name of Perry Davidson, state police officer...

SOUNDS GOOD

SOUNDS GOOD: Advertisement: "Car that doesn't use oil." This sounds like a real buy.

Our Children by Angelo Patri

Our Children by Angelo Patri: Over hell often harmful. The tendency to find the easiest way out of difficult situations is a temptation to which every man is bound...

Wanted

Wanted: I am looking for a position in a school or office. My qualifications are listed below...

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SOCIETY EVENTS and CLUB NEWS

MeT and Tri-Clubs Calendar Spring Events; Install Officers

Election of new officers by members of the MeT club and installation of new officers by members of the Tri-C club were features of the meetings of the two groups Sunday afternoon. Extensive plans for the remaining spring calendar were made by both groups. MeT club met at the home of Miss Jane Douglas, retiring president, with their sponsor, Mrs. A. S. Gilbert, present; and Tri-C members met at the home of Miss Barbara Butler, with their sponsors, Mrs. Harry Benoit and Mrs. H. U. Phillips, present.

Seventy Women At Kimberly Missionary Tea

"Herald and reconstruct" is the slogan of the Chinese people, who will not let themselves believe they will ever be completely conquered by the Japanese. Miss Celia Cowan, returned missionary from China, returned thirty-five women from Northrup, Hansen, Twin Falls and Kimberly participating at the Kimberly Methodist Women's Missionary society.

Miss Cowan, who is home on furlough from China, is a lecturer for a girls' junior high school in the province of Jehon. The school is located about one hundred miles from the city of Peking. It is the capital of the province, and is in the heart of the war torn district. Miss Cowan said the requirements of the national Chinese government, has a curriculum which teaches the language of the province but requires Mandarin, the language taught in all Chinese schools. The aim of attaining a single national language, teaches English, but it is not required.

CAMP FIRE GIRLS

KODITIA Kodita group of the Camp Fire Girls met at the Washington school and rode bicycles out to the country home of the girls. A very interesting and short meeting was held and refreshments were served by the hostesses.

MORNING GLORY Morning glory group of the Camp Fire Girls met at the home of the guardian, Mrs. James Sullivan. Plans were made for a Mother's Day tea and the group will be sewing on foreign dolls. Refreshments were served.

WENDELL Attendees—More than 30 persons attended the "charming" arranged "Lords' Act" tea, given at the girls' auxiliary Sunday school class, at the Methodist parsonage Friday.

Derby winner—W. H. Bullington, former Wendell merchant, had third in the annual salmon derby held at Grants Pass, Ore. His fish weighed 30 pounds. The two large ones weighed 31 pounds, 12 ounces and 32 pounds, 12 ounces.

Flora Steinhilber—Miss Flora Steinhilber, of the MeT club, is holding for the MeT club, a special party at the home of the club, at 7:30 p. m., have been invited to attend the dance.

Special program, to be given at the first dance, will be followed by a dance and refreshments at the Silver Lode L. D. chapel. Occasion for the dance is the annual M. I. A. group program of the year for the M. I. A. of the church.

Program of the second ward, who will have a program at their chapel at 7:30 p. m., have been invited to attend the dance.

Miss Helen Brown, of the MeT club, is holding for the MeT club, a special party at the home of the club, at 7:30 p. m., have been invited to attend the dance.

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Wins Scholarship

Miss Irene Buckley, of the MeT club, is holding for the MeT club, a special party at the home of the club, at 7:30 p. m., have been invited to attend the dance.

Mills College Scholarship Winner Told

Miss Green is the daughter of Mr. and Mrs. Roy Green of Twin Falls, and was graduated in May with the class of 1929. Her scholarship record, for the year ending in 1929, was the highest five per cent of her class. She is now attending the University of Idaho, where she is a member of the Phi Kappa Phi honor society.

Couple Observes Date of Wedding

In honor of their fifty-second wedding anniversary, Mrs. M. I. A. group, who will have a program at their chapel at 7:30 p. m., have been invited to attend the dance.

Paul and Mary

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Albion Dancers Receive Acclaim

Nearly three-hundred women, members and guests of the Albion department of the twentieth century club, enthusiastically acclaimed the dance recital presented by students of the Albion State Normal school yesterday afternoon at the Bickel school auditorium. Colorful numbers, most of which were original interpretations, were made even more colorful with gay costumes to meet each type of dance.

Supreme Forest Drill Team at District Meet

Several members of the Supreme Forest Woodmen Circle drill team attended a district meeting held at the Bickel school auditorium, April 27, and returned to Twin Falls. During the all-day meeting, plans were made to hold the next district meeting in Pocatello some time in October.

Birthday Party Arranged for Twin Daughters

Miss Green is the daughter of Mr. and Mrs. Roy Green of Twin Falls, and was graduated in May with the class of 1929. Her scholarship record, for the year ending in 1929, was the highest five per cent of her class.

Miss Elizabeth Cryder Has Story Published

Miss Elizabeth Cryder of Twin Falls is the author of "Easter Story," a short story, published in the literary section of the Salt Lake City newspaper, under the editorship of Prof. L. A. Quilley, who said that one of the reasons for publishing the story was the abundance of good copy material contained in the manuscript.

Miss Elizabeth Cryder

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Coming Events

TOYSHED CLUB "Toyshed" club will meet at 8 o'clock this evening in the graduate court room.

KIMBERLY ROAD CLUB "Kimberly road club will meet at 8 o'clock this evening in the graduate court room.

COUNTRY WOMEN'S CLUB Country Women's club will meet Wednesday at 7 p. m. at the American Legion, National hall.

ALBION CHORUS Albion chorus association will meet at 7:30 o'clock this evening at the Christian church in the women's room.

BAND T. CLUB T. Club will meet for a 1:30 o'clock dinner luncheon Wednesday afternoon at the home of Mrs. F. A. Hill.

LUCY TWELVE CLUB Lucy Twelve club will meet Thursday at the Berline hotel for a 12:30 o'clock special luncheon, to be followed by a matinee.

ROUND ROBIN FINCHILL Round Robin Finchill club will meet Wednesday afternoon at the home of Mrs. Clifford Lind. 210 Third street.

SODAS FINCHILL Sodas Finchill club will meet at 8 o'clock Wednesday afternoon at the home of Mrs. Margaret M. Nelson, 210 Third street.

HIGHLAND CLUB Highland club will meet Wednesday afternoon at the home of Mrs. Harry Capps for a Mother's Day afternoon at the home of Mrs. C. J. Johnson.

WILLIAMS LADIES AID General Ladies aid society of the "Ladies" church will meet Thursday afternoon with division No. 1 as hostesses. Mrs. Earl Dougherty is chairman of the division.

MOUNTAIN ROCK GRANGE Mountain Rock Grange will meet Wednesday at the home of Mrs. C. Davidson. Roll call responses will be current items.

MORNINGSTAR CLUB Morningstar club will meet Wednesday at the home of Mrs. C. Davidson. Roll call responses will be current items.

LEGION AUXILIARY Legion auxiliary meeting No. 7 will be held at 8 o'clock Wednesday evening at the American Legion Memorial hall. Nominating ballot for next year's officers will be cast. Members are requested to bring their year books.

MEETING POSTPONED Twin Falls Post ward of the L. O. O. F. church will not hold picnic today on account of the celebration of the bridge, but all Trail Builders are asked to meet Thursday at 8 o'clock at the recreation hall for drill practice.

WISCONSIN GROUP Wisconsin's missionary society of the Christian church will have an evening meeting Wednesday, instead of in the afternoon. It was announced last evening. Guest night will be observed for both men and women.

PAUL Paul and Mary, of the MeT club, is holding for the MeT club, a special party at the home of the club, at 7:30 p. m., have been invited to attend the dance.

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Music Teachers Present Pupils During Concert

An appreciative audience in evening enjoyed the concert of music teachers presented by pupils of the music instructors at the Bickel school auditorium. The program, presented in a well-arranged and interesting manner, was a tribute to the music teachers of the district.

'Night Club' Planned for Zu Zim Dance

For one evening only, the men of the district will have a night club of their own. The "Club Monday" will be held at the Bickel school auditorium, Monday, May 1, at 8 o'clock. The program will consist of a special dance, a matinee, and a special luncheon. The night club will be held at the Bickel school auditorium, Monday, May 1, at 8 o'clock.

FILER

Receive Gavel—Mr. and Mrs. C. N. Hansen, Mr. J. W. Cress, Mr. E. Vincent, Mr. Herbert Brown, Mr. P. A. Hansen, Mr. R. B. Johnson, Mr. J. W. Cress, Mr. E. Vincent, Mr. Herbert Brown, Mr. P. A. Hansen, Mr. R. B. Johnson.

MISS SARA MOORE WEBS KENNETH GOLLER

Marriage of Miss Sara Moore of Twin Falls to Kenneth Goller of Hansen was announced at an informal dinner last week at the home of Mrs. James King by the bride's parents, Mr. and Mrs. R. A. O'Neil of Hansen.

SEVENTH SCHOOL IN THE 'I. Q. COOKERY QUIZ' SERIES

The marriage took place January 28, 1930, at Elko, Nev., with Mr. and Mrs. Ray Mack attending the couple. The bridegroom is the son of Mr. and Mrs. Walter Goller of Hansen, and Mrs. Sara Goller at home at 1233 Fifth avenue east.

Inspect the Hotpoint Range

"The Range of the Week" at SODEN ELECTRIC Elks' Bldg.

FREE COOKING SCHOOL

WEDNESDAY, MAY 1, 2:30 P. M. featuring HOTPOINT "The Range of the Week!"

See the Hotpoint in action—foods cooked in the cooker on the surface, top and bottom cookery. Learn about the Hotpoint and take part in this week's quiz!

Some of the foods prepared on the range in this session will be: CHOCOLATE BIT COOKIES—something new and very delicious! LAMB STEW—something new and very delicious! and other foods to complete an even meal.

IDAHO POWER CO. Auditorium

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Used Machinery, Livestock and Other Farm Products Listed Here Daily

WANT AD RATES
For Publication in Both TIMES and NEWS
BATES PER LINE PER DAY...



The little want ad is indeed a helpful friend of the farmer. It tells him where he can find good seed for a successful crop...

IT PAYS TO USE THE WANT ADS
Phone 32 or 38
Ask for an Adtaker

SEEDS
FANCY FEDERATION WHEAT
FANCY SEED POTATOES
Treated, 100 lbs. \$2.15

BIRDS, DOGS, RABBITS
REGISTERED Red Cocker Spaniel
L. H. Healam, 1425 Ashton St.

WANTED TO BUY
SPRINGRIDER covs. C. E. Plowden
YOUNG pig, 3rd. Rose, Box 10, O. L. Dudley, Rt. 2, Times

MISCELLANEOUS FOR SALE
ALMOST new Maytag model 509-J
DUART pen, water, dry, chair, cabinet, refrigerator, 128 4th E.

LIVESTOCK FOR SALE
MILK goat, J. H. H. Hill, 241 Pine St.
YOUNG Guernsey cow, fresh soon, 1 1/2 N. Piler farm, 4200 Henderson



Smoky Country Retains Snow
Fairfield, April 29 - Snow drifts near the summit and in the ravines are reported to persist...

SPECIAL NOTICES
FOR RENT-1940 water, del and kitchen, 502 1/2 E. Washington, Ph. 72

GOOD THINGS TO EAT
Wheat 30c qt., milk .043-93
FATTING potatoes, Ph. 2278.

BATH AND MASSAGE
Mallory, 114 Main N., Ph. 116-15
STEAL-WELL, 535 Main W., Phone 115-15

CHIROPRACTOR
DO NOT give up and say "We have tried." unless checked. Dr. Alma Harlin, 139 Main N.

LOST AND FOUND
LOST-Thru glass in black case. Reward \$1. 194-W.
FOUND: Irish setter dog, owner missing. Reward \$1. 253 S. Wash.

PERSONALS
WANTED: Mrs. Wheel chair, 221-3
CAR, share exp. repairs arranged. 201 Van Buren, Phone 2103.

BEAUTY SHOPS
PERMS, 43, 45, 48, 51, price, 1418. Kim Rd. Ph. 1747, Mrs. Beamer
ARTISTIC BEAUTY SALON Oil permanent \$1.50 up. Ph. 199.

SITUATIONS WANTED
YOUNG man wants work. Exp. in electrical wiring. Bunn, 300 5th Ave. E.

BUSINESS OPPORTUNITIES
SERVICE station, grocery, good business, \$300 will build. Ph. 197.

STORES AND OFFICES FOR RENT
CHOICE front rooms on Main St. Doctor or dental premises. Ph. 113

FURNISHED APARTMENTS
2-RM. mod. furn. enr. 453 2nd N.
FRONT 2-rm. apt., bedrm. 533 10th E.

ROOMS FOR SALE
8-rm. house with 2 baths, garage, lot value alone worth \$200.

PROPERTY - SALE OR TRADE
10 A. cement house, fruit, pasture, spring, Chev. pickup, 307-37 J or 7.

WANTED TO RENT OR LEASE
3 OR 4-rm. mod. furn. or unfurn. apt. or house by May 20th. Furn. refs., Box 18 News-Times.

FARMS AND ACRESSES FOR SALE
240 A. near Gooding, fair improvement, 100 ft. gas buildings, terms of trade, 80 A. rd. clear, 100 ft. to well, Gooding, 189, 5th St. W.

FURNISHED HOUSES
SMALL, Adults, 628 2nd Ave. E.
2-RM. close in, Inquire 414 2nd W.

REAL ESTATE LOANS
LOANS ON FARMS and HOMES
Fred P. Bates-Northern Life Ins. Co. Prsby-Tabor Bldg., Ph. 1279

HOMES FOR SALE
8-RM. mod. home, garage, service for cash! \$1600, 728 Main St.

SEEDS
SEED POTATOES-1000 sacks
SEED POTATOES-1000 sacks, 1st year, of certified seed, from Montana.

HOUSES FOR RENT
8-RM. mod. home, garage, location. A good buy at \$4200. W. O. Smith.

BABY CHICKS
WHITE Leghorn chicks-saved pullets and cockerels-available now and through May.

POULTRY
RYERS, 3 mi. south of E. end Main, 1st house post canal.

LIVESTOCK-POULTRY WANTED
WILL pay premium for heavy hens and light pullets. Phone 141 4th W.

REAL ESTATE WANTED
LOT, must be near, 215 Locust.

FARMS AND ACRESSES FOR RENT
ACRES, 42, Ref. Ph. 78.

FARM IMPLEMENTS
WANT TO BUY.
1 HAND BUILT tractor with bar for P-13 Farmall tractor.

SEEDS
SEED POTATOES 1st yr.
SEED POTATOES 1st yr. from Montana.

SEEDS
SEED POTATOES-1000 sacks
SEED POTATOES-1000 sacks, 1st year, of certified seed, from Montana.

SEEDS
YOU can't stop a hailstorm, but you can stop a hail of insurance rates.

SEEDS
GEORGE 1st yr. Russet seed, sorted and sacked, guaranteed.

HOUSEHOLD FURNISHINGS
GOOD, new coal range, 230 Tyler.

HOUSEHOLD FURNISHINGS
THOR wains, Westinghouse refer, electric range, A. C. Miller, 211 1/2 N. 1st.

HOUSEHOLD FURNISHINGS
SMALL, used stove and refer, suitable for apt. Good coal, 100 lbs. monthly, 6th and 10th.

HOUSEHOLD FURNISHINGS
VACUUM cleaner with attachments, elec. sew, mch. 636 Main St.

HOUSEHOLD FURNISHINGS
UPRIGHT piano for sale, or trade for cattle. Phone 1591-W.

HOUSEHOLD FURNISHINGS
AUTOS FOR SALE
35 FORD Sedan, radio, radio, 450 down, 300 Deluxe Lakes Blvd.

HOUSEHOLD FURNISHINGS
New tires, heavy, upholstery like new! Perfect condition!

HOUSEHOLD FURNISHINGS
MONEY TO LOAN
C. Jones for loans on homes, 100 S. Bank & Trust Bldg. Ph. 394

HOUSEHOLD FURNISHINGS
AUTO LOANS
Refinance, additional cash, reduce your present monthly payments. Local company.

HOUSEHOLD FURNISHINGS
TRUCKS AND TRAILERS
DANDY trailer, see 903 4th W.
3620 Tr. house, wired for elec. Good condition, 424 2nd Ave. W.

HOUSEHOLD FURNISHINGS
FULLY reconditioned guaranteed 28 1/2 cu. ft. dx. refrigerator, 189 44 1/2 E. W. Washburn

HOUSEHOLD FURNISHINGS
LOW PRICED BABY BUGGIES
Covered, child body and hood \$4.85 and up. Baby body and hood \$5.95 and up.

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VACUUM cleaner with attachments, elec. sew, mch. 636 Main St.

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HOUSEHOLD FURNISHINGS
TRUCKS AND TRAILERS
1938's Challenger Tr. hoe, built-in battery, 4-wheel drive, 100 lbs. capacity, 100 lbs. capacity, 100 lbs. capacity.

HOUSEHOLD FURNISHINGS
GOOD, new coal range, 230 Tyler.

HOUSEHOLD FURNISHINGS
THOR wains, Westinghouse refer, electric range, A. C. Miller, 211 1/2 N. 1st.

HOUSEHOLD FURNISHINGS
SMALL, used stove and refer, suitable for apt. Good coal, 100 lbs. monthly, 6th and 10th.

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LEGAL ADVERTISEMENTS
NOTICE FOR PUBLICATION OF TIME APPRAISED AND IMPROVING WILL ETC.

LEGAL ADVERTISEMENTS
IN THE PROBATE COURT OF THE COUNTY OF TWIN FALLS, STATE OF IDAHO.

LEGAL ADVERTISEMENTS
NOTICE FOR PUBLICATION OF THE TIME APPRAISED AND IMPROVING WILL ETC.

LEGAL ADVERTISEMENTS
NOTICE TO CREDITORS
Pursuant to an order of the Judge of said court, made on 22nd day of April, 1940, estate is hereby given that Monday, the 6th day of May, 1940, at ten o'clock in the forenoon of said day at the court-room in the courthouse in the City and County of Twin Falls, State of Idaho.

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Real Estate Transfers
Published by the Twin Falls Title and Abstract Company

Real Estate Transfers
Friday, April 26
Dred, C. Odell to J. W. Taylor, 1/2 Sec. 11, T. 33N., R. 25E., P. 12.

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4-H LEADERS OF SECTION GATHER

Talks, Demonstrations and Field Trips Comprise Program Here

Practical instruction will comprise today's all club leader training session of the south central Idaho section conference which opened yesterday morning with a formal program at the American Legion hall in Twin Falls.

About 150 club leaders from throughout the section gathered with state officials and visiting 4-H leaders to discuss club projects with particular emphasis upon county and community work for development of the 4-H program.

President of the section concluded with a banquet at the Park Hotel at which Dr. W. W. Hunkeler, Director of Idaho Extension Service and W. H. Baker, state club leader, presided over the dinner.

Mr. Baker's address during the opening of the conference was on the "4-H movement in Idaho." He pointed out that in 1907, 1908 and 1909, 4-H was first organized in Idaho. The first 4-H club was organized in 1910 at 4-H school at Caldwell. The first 4-H school was organized in 1913 at 4-H school at Caldwell, and later 4-H schools were organized in other counties. Each county has a 4-H school and a 4-H club.

Mr. Baker also pointed out that the 4-H movement is now being transferred from the old 4-H school to the new 4-H school, which is directly across the street at the Main avenue station. A complete prescription pharmacy and a line of Eastman Kodak equipment will be maintained.

Leaders at 4-H Training Meeting



J. W. BAIRD, state 4-H club leader, is shown here standing at left discussing development of club programs with community and county 4-H council chairman during the two-day south central Idaho section conference. Other club leaders present are: Mr. Howard Hill, Twin Falls; Mrs. Albert Moore, Cassia; Mrs. Donald Manning, DeWitt; Mr. Burdette, Gooding; Mrs. Charles Blackhart, Gooding; Mrs. John Bernier, Gooding; Frank Goodrich, Twin Falls; Jerome Wilson, Jerome; and Mrs. A. E. Sibley, Malheur. (See Photo and Engraving.)

PIONEER FARMER CALLED BY DEATH

John Francis Carr, West End Resident Since 1907, Succumbs

John Francis Carr, farmer in the Deep Creek district of Twin Falls county, Idaho, who was born in Ontario, Canada, in 1859, he was married to Mrs. Edith Carr at Shoshone, N. D., on June 28, 1907, and after a wedding trip to California and the Philippines, they established their home on a farm in the Deep Creek district, and have since that time.

He is survived by one sister, Mrs. Paul Platters of Coeur d'Alene, Ore., and one son, Dale Francis Carr, who lives in the Deep Creek district.

Mr. Carr was a member of the Twin Falls 4-H club, and was a member of the Twin Falls 4-H club, and was a member of the Twin Falls 4-H club.

Willie Willis



Willie Willis, a man in a suit, is shown here. He is a resident of Twin Falls, Idaho.

COUNTY SCHOOLS RECEIVE FUNDS

State-County Apportionment for Third Quarter Set at \$9,539.50

A \$9,539.50 state and county apportionment for the third quarter has been made to Twin Falls county schools. Mrs. Dora Strady, county superintendent, announced last evening.

The apportionment, which is usually small as compared to previous apportionments, consists of \$3,785.42 from the state, \$4,039.54 from the county, and \$1,714.54 in delinquent county funds from previous years.

In the Twin Falls district post \$4,039.54 and other larger apportionments include Buhl, \$1,543.15; Kimberly \$741.41; Caldwell, \$488.00; and Piler rural high school, \$452.62.

AIDES NAMED FOR ELKS CONVENTION

Gill and Groves Announce Committees to Assist in State Event

Committees on arrangements for the Idaho state Elks convention in Twin Falls June 7, 8 and 9 are announced by Carl Gill, general chairman, and E. L. Groves, local chairman. Mr. Groves as plans move forward for the event expected to bring more than 1,000 lodge members here.

Indicating extent of the event are names for "aiders" Mr. Gill has selected. These include: Fred Johnson, reception, grand ball, drum and bugle corps competition, trap shooting, parade, pool games, bowling, Americanization, decorations and letter program.

To all Idaho Elks organizations visitors will soon be sent, according to A. L. Westcott, chairman of the advertising and publicity committee.

Executive committee of the host lodge includes Truman Greenhalgh, Fred Johnson, Stanley Phillips, O. H. Davis, James Davis and F. O. Slomberg.

State association committee is Mr. Donald Lem Gilliam, W. C. Watts and Luther H. E. Helman.

Convention committees include: Banquet—Howard Gerrish, E. R. Thompson, George H. Ronald, Tom Weaver.

Advertising and publicity—A. L. Westcott, Art Beckwith, J. J. Mullin, John Harvey.

Reception—Leonard Atant, Ralph Casper, J. A. Cedarquist.

Grand ball—Walter Craig, Ed. Tracy, Jack Lettner, E. E. Fisher, Carl Sinclair.

Drum and bugle corps—E. R. Westcott, Clarence Bean, W. W. Lowery, Louis Lath.

Americanization—Tom Weaver, W. L. Tanner, E. L. Roberts.

Trap shooting—J. A. Bailey, Ed. Whitehead, Gilliam.

Parade—Harry Elcock, Elmer Thompson, John Soden, Bill Hanson, Ted Davis, H. G. Lauterbach, Herman Davis and F. O. Slomberg.

Transportation—O. F. Chaney, Grant Jenkins, J. M. O. McVey, John Belsch.

Registration—Jim Grotz, Jim Suedel, Charles Bullock, H. R. Grotz.

Gift—Jim Sinclair, J. M. Cosgrove, Dr. J. G. Tooban, Harry Grotz.

Games—George Paulson and H. Coleman.

Hosting—John Ford, Hugh Boone, Fred Stone.

Delegation—J. H. Hanford, John Clark, Paul Taylor.

Ladies program—Mrs. Joe Koehler.

Turns in Star



WARREN W. LOWERY, Twin Falls county deputy sheriff, resigns after three and one-half years' service.

JAYCEES WELCOME TEAM AT JEROME

Delegation Travels to Great Pilots on Way for Game

The Boise Pilots will receive a royal welcome as they journey toward Twin Falls for their series with the Cowboys when they are met today at Jerome by a Twin Falls Junior Chamber of Commerce delegation. Through cooperation of the Jerome Rotary club which will share its luncheon hour with the team and Junior members, the seven directors will have an opportunity to greet the team. They will then travel toward Twin Falls where the bridge celebration will be in progress.

The Pilot-Cowboy conflict is slated for 8 p. m. at the Jaycee ball park today.

Extra Copies of Bridge Section

A limited number of copies of the News containing the bridge section is available and will be mailed from the News office to any address in the United States for 10 cents each.

Just bring, or send, the name and address with a dime for each paper, and it will be delivered as directed.

Kingsbury Drug In New Location

Opening of the Kingsbury Drug store at its new location, 117 Main avenue east, in the middle of this week, according to the manager.

Equipment is now being transferred from the old location to the new location, which is directly across the street at the Main avenue station. A complete prescription pharmacy and a line of Eastman Kodak equipment will be maintained.

DEPUTY SHERIFF RESIGNS OFFICE

W. W. Lowery Returns to Weed Department After Service as Officer

Warren W. Lowery, Twin Falls county deputy sheriff for the past three and one-half years, submitted his resignation to county commissioners yesterday to be effective May 1. In his letter of resignation, which was accepted by the board, Mr. Lowery declared himself "for the cooperation you have shown me in the past."

He will take over temporarily the duties of county deputies and deputations, labor supervisor in the west end.

He declared himself "at this time" as to whether he would seek nomination for sheriff at the coming primary elections.

Appointed deputy by former Sheriff E. F. Prater, Mr. Lowery cooperated in that position under administration of the late A. C. Parker, and was a candidate for appointment to fill the vacancy after Mr. Parker's death of injuries in an automobile accident last December. Failing of the appointment, he was retained as No. 1 deputy under Sheriff W. L. Hawkins, who was named to complete Mr. Parker's unexpired term.

Sun Valley Snow and Spring Sports Meet

MAY 4th - 5th

Combining these 4 events

SKIING ON BALDY MOUNTAIN (GIANT SLALOM RACE)

GOLF - TENNIS - TRAP SHOOTING

IN THE VALLEY

Winter is only 30 minutes from summer in the Valley via the "Chair" to the "Star"—the Baldy Mountain Ski Lift. As constant a spectator, don't miss this great sports event, the most unusual show of the year. Best open to everyone—men and women—spectator or novice. No entry fee, and free banquet for spectators. Special rates to qualified contestants of \$1.95 per day for Chamber room and board. Ticket only \$1. Camera contest for spectators—society, badminton, bicycling, horseback riding, swimming and children's playground. Bring all the family on May 4th and 5th.

Prizes for Sports Contestants and Camera Fans

Contestants—Wire or write DICK DURANCE, Sun Valley, Idaho

Dancing

Week Set Aside For Employment

Acting upon recommendation of the National Employment Council of the American Legion, Mrs. Joe Koehler last night proclaimed May 1 to May 8 Employment week and May 8 as Employment Sunday.

In issuing the proclamation, Mrs. Koehler pointed out that unemployment constitutes one of the major economic problems confronting the nation and that the welfare and happiness of all the people depend upon the opportunities afforded the employable head of each family to find a useful employment.

The American Legion has a well-defined program to relieve unemployment, according to J. J. Johnson, Warner, commander of the local post.

Mrs. Koehler urges in her proclamation that all industrial, commercial, labor, educational and church organizations join in cooperation with the American Legion in an effort to create work opportunities.

Results Come For Elections

Results from three additional Twin Falls county rural districts, upon precinct trustee and county officers, have been received by Mrs. Dora Strady, county superintendent.

At Washington school district No. 11, W. P. Kallbfleisch was elected trustee and chosen clerk in subsequent organization of the board. The levy was set at three mills for the general fund.

C. E. Greve and Clarence Norris were elected trustees of the Pleasant View district No. 16 section, and Mr. Greve was subsequently named chairman. Levies are five mills for the general fund and four for high school building.

Elected trustee at Spangula school district No. 39 was Mrs. Mary Braden.

First Feminine Bridge Crosser

Phyllis feminine traveler over the Twin Falls-Jerome inter-county bridge was Mrs. Harriet Lamb, daughter of Dr. and Mrs. H. E. Lamb of Twin Falls who now is Mrs. A. W. Williams of Gooding. She recalled the incident while on a visit here Sunday.

The bridge was first completed at the time, and planks were laid down to span the gap over which she crossed an automobile carrying her father on the emergency trip from Twin Falls to the Wendell hospital.

Opening of the bridge on Sept. 15, 1927, came some days later.

Funeral Service For Walter Nye

Funeral services for Walter Nye, infant son of Mrs. E. C. Moore, who died at 10:30 p. m. Sunday at the family home at 1167 Tenth avenue east, will be conducted at 2 p. m. today at the White mortuary chapel. Rev. H. G. McCallister will officiate.

The infant was one month and 21 days old at the time of death. Interment will be in the Twin Falls cemetery.

Beside his parents, he is survived

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Our Congratulations

to citizens of both North and South sides of the mighty Snake River for their continued efforts to free Highway 93 of the barrier of a toll bridge. And our thanks to those public officials who have cooperated in bringing about a

United Magic Valley

UNITED MAGIC VALLEY

WILSON-BATES APPLIANCE

and ICE

A. M. SANDE — Proprietor

To Check Constipation Get at Its Cause!

If constipation will do you down, if you feel heavy, tired and dopey, if a time you get something about it and something more than just taking a pill? You should get at the cause of the trouble.

If you get the super-refined food that requires no chewing, are the difficulty is simple—you don't get enough "bulk," and "bulk" means heavy food.

It's a kind of food that isn't concerned in the body but has a soft "bumpy" mass in the intestines. If this common form of constipation is your trouble, eat Kellogg's All-Bran cereal and drink plenty of water. All-Bran isn't a medicine—it's a crunchy food that requires no chewing. It's a kind of food that isn't concerned in the body but has a soft "bumpy" mass in the intestines. If this common form of constipation is your trouble, eat Kellogg's All-Bran cereal and drink plenty of water.

ALL THIS FOR ONLY \$79.95 \$1 DOWN \$1.25 PER WEEK

Is Behind This SPECIAL Offer

Genuine Maytag porcelain on steel tub washer; good weight electric iron and cord; good sturdy ironing board; and set of \$12.00 twin tubs.

ALL THIS FOR ONLY \$79.95 \$1 DOWN \$1.25 PER WEEK

FREE DINNERS FOR A WEEK!

BIRDS EYE FROSTED FOODS

all you need for SEVEN meals (21 DIFFERENT ITEMS)

WITH THE NEW Advanced Design PHILCO Refrigerator

...with Patented CONSERVADOR plus Dry, Moist, and Frozen Cold!

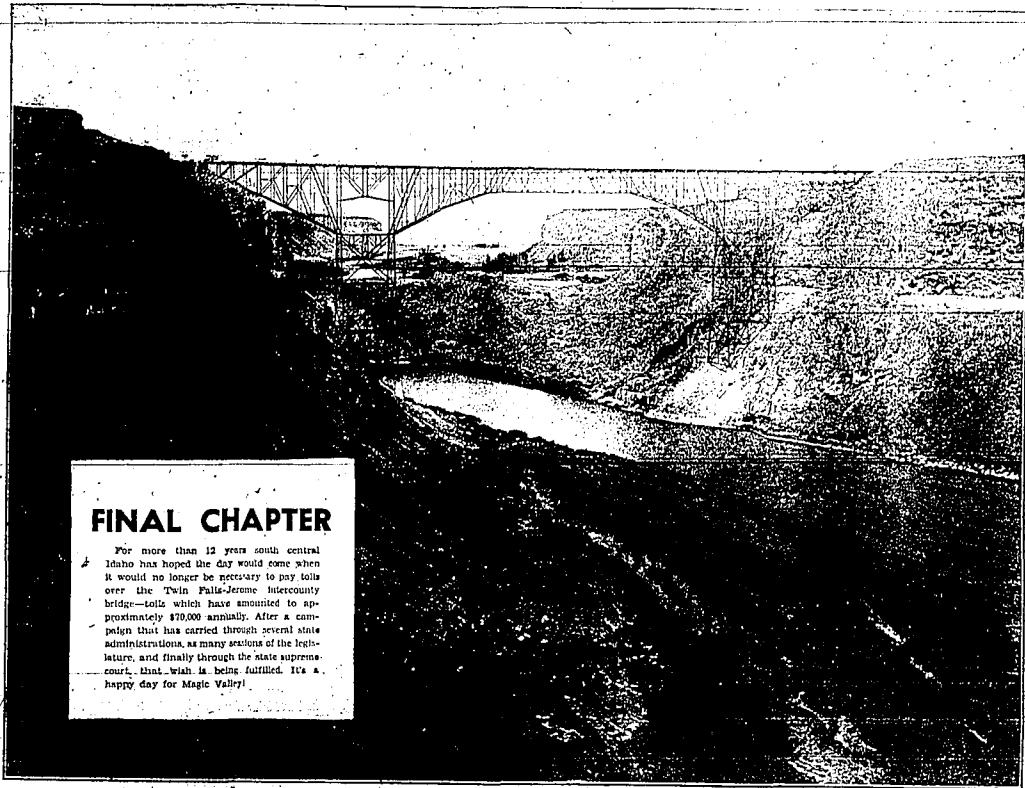
Only PHILCO has the old-fashioned ter of this refrigerator is replaced by the new PHILCO streamlined Advanced Design... with separate ice cube and glass-frozen food compartments! Thrillingly different... with greater convenience than you ever dreamed possible. And CONSERVADOR... exclusive... patented... with 25% more quickly usable space; dry, moist and frozen food compartments! A new kind of refrigerator... nothing else like it on the market... and now with a special introductory offer that gives you DINNERS FOR A WEEK... FREE! See the new PHILCO Refrigerator TODAY... take advantage of this special opportunity.

Easy Terms

NOTICE: This Special Offer Continued Until May 10th

Wilson-Bates Appliance

BUHL TWIN FALLS RUPERT
128 1/2 Broadway, Ph. 72 129 S. St. Ph. 616-W 129 S. St. Ph. 707



FINAL CHAPTER

For more than 12 years south central Idaho has hoped the day would come when it would no longer be necessary to pay tolls over the Twin Falls-Jerome intercounty bridge—tolls which have amounted to approximately \$70,000 annually. After a campaign that has carried through several state administrations, as many sessions of the legislature, and finally through the state supreme court, that wish is being fulfilled. It's a happy day for Magic Valley!

Another Milestone in the Progress of "Magic Valley"

Removal of the toll from the Twin Falls-Jerome intercounty bridge which has served as a barrier between friendly people living on the north and south sides of Snake river canyon in south central Idaho marks another important milestone in the progress of Magic Valley.

No more will these people be divided, and their closer relationship can only result in greater progress for this section of the state as a whole.

More than that, it removes one of the few remaining obstacles on U. S. 93 which feeds this section of the state with an increasing flow of profitable traffic.

Now the last vestige of that almost insurmountable

barrier which first confronted the pioneers when they came upon the Snake river canyon has been removed.

Ferries and precipitous canyon roads were the first step in overcoming the chasm's yawning defiance.

The Twin Falls-Jerome intercounty bridge came next, but its toll still remained as a barrier between the north and south sides.

Now, instead of being an obstacle of any kind, the bridge becomes a connecting link, as free and convenient as any other bridge or highway in Idaho.

It's the fulfillment of a dream which south central Idaho has had for years — another milestone in the progress of Magic Valley!

Energetic Buhl Pushes Ahead With Progressive Civic Improvements

Civic improvement in Buhl, including those only recently completed, are being pushed ahead with more energy than ever before, according to those who have observed the progress.

One of the most popular improvements, on which work is now completed and ready for about mid-September, is a new and more complete set of 24 foot concrete sidewalks in the city park. The concrete, which is being laid with a finished and finished surface, will be on one side of the structure and a walking path on the other will be laid on the other side.

Leads Buhl C. of C.



ROY DAY

Who leads the Buhl Chamber of Commerce is an organization with the advancement of the community at heart.

Times-News Photo and Engraving.

Mark Improved

Lead copies of the park in which the sidewalks are now being laid are now being laid on the other side of the structure and a walking path on the other will be laid on the other side.

Athletic Field

The school district has constructed a track and athletic field on the east side of the city. The concrete track, which is now being laid, will be finished in about two weeks.

Excelsior Herd

Some of the highest producing herds of dairy cattle in the state are owned by members of the cooperative at that point. The dairy herds at the present time, some of the highest producing herds in the state.

Road Statistics

On the 10th of August, when George Wood is president, having served on the board for 25 years, should that be the case, the roads in the district, extending the city limits, total 40 1/2 miles, gravel roads, 220 miles, and concrete roads, 7 1/2 miles. Total miles of roads included in the district about 320. The Old Oregon road, 48 1/2 miles through the city of Buhl.

102 Businesses

A total of 102 businesses are represented in the city. Included are 10 grocers, 12 restaurants, and builders, six real estate firms, two barber shops, two hair dressers, two barber shops, five auto elevators, three barber shops, one photo shop, one watch repair, 10 tire stations, four car washes, four hardware stores, three appliance houses, two laundries and dry cleaners, two shoe stores, and two banks.

Church List

Churches now include the Baptist, W. G. Dowling, pastor; Christian, J. D. Hadden, pastor; Christian Science, Assembly of God, and A. Treter, pastor; Catholic Church of the Immaculate Conception, J. C. Dolan, pastor; Methodist, Leroy H. Walker, pastor; Nazarene, L. A. Deaton, pastor; Presbyterian, A. Howard, pastor; Lutheran, W. D. Danneberg, pastor at Claver street, and at the Baptist Episcopalian church, L. D. Johnson, pastor. In charge, L. D. Johnson, pastor. In charge, L. D. Johnson, pastor.

are used for fishing operations, including the Snake river north of Buhl and down through the Harrison valley. The Buhl Sportsmen's club is active in this work, and through its efforts the streams are kept open to the public.

RECORD

What was the record open from September to "Twin Falls" before the bridge opened?

One hour and 45 minutes.

This fact was revealed by a Twin Falls businessman who made the trip in question—traveling by train from the city to his Twin Falls hospital. A patient awaited Dr. Boyd, and the surgeon operated as soon as he arrived.

The record pre-bridge trip was made at night in Dr. Boyd's Cadillac.

"South Central Idaho is one of the very interesting and progressive parts of our state and I believe the purchase of the bridge will stimulate travel through this area," he said in a prepared statement.

"The purchase seems to me like a real-estate investment. I believe the future will require it as a highway project not only for our own highway districts but also for interstate travel."

"The state purchase of the bridge is a progressive step. Highway 92 is designated from Mexico to Canada, and making this a toll-free bridge is planning for the future on the part of our highway bureau and our state."

"I really couldn't afford to have a toll bridge in the heart of such a scenic and progressive section. It will encourage unity of industry to remove the tolls and stimulate activity in all northern Idaho. That is what I really encourage, beautification of the bridge and make it an additional inducement to travel."

After Clark had attempted to buy the span with state highway funds, and a claim was prepared, the state board of attorneys—including himself, Attorney General J. W. Taylor

"CITY OF HOMES" IS RUPERT BOAST

Rupert Official



E. E. FISHER

Rupert is termed by its citizens as the "City of Homes" because it has a population of 2500 and is the county seat of Minidoka county. The downtown business district is composed of modern structures built around a central park.

The city purchases electric energy from the government-owned Minidoka dam power plant and distributes it over the city. The profits reduce the tax burden of the citizens. Rupert has a splendid domestic water system and a sewer disposal plant said to be one of the most modern in the United States.

Metropolis of Project

Rupert is the metropolis of the greater unit of the Minidoka project of 25000 acres of irrigated land. Rupert stores right in Jackson lake reservoir an adequate water supply at all times. The north side Minidoka project extension, totaling 100,000 acres of irrigated land, is now under way. The reclamation, lies only a few miles north of the city. The governmental work in the American falls reservoir has been allotted to this project.

Rupert is located on U. S. highway 30 north and is the junction point of this highway and state highway 25. The city is served by the Union Pacific railroad and is on the Minidoka-Buhl branch of the railroad and the Rupert-Bills cut-off.

Industries. A cheese factory, creameries and an alfalfa mill are found among the principal industries. Located in the community is the Minidoka-Buhl branch of the Union Pacific railroad and is on the Minidoka-Buhl branch of the railroad and the Rupert-Bills cut-off.

Education. A public school system and an additional Indusment to travel. After Clark had attempted to buy the span with state highway funds, and a claim was prepared, the state board of attorneys—including himself, Attorney General J. W. Taylor

Conducator Favors Detective Stories. OMAHA, Neb. — Women: throw aside your novel and take to detective stories for good reading. That is the advice of Dr. Louis C. Clark, of the University of Nebraska.

Crime stories are the only ones which retain a plot. Dr. Pound said as a result most people are picking up the totalitarian or socialist novel, a product of the present social order, she said.

Ohio Woman of 80 Busy Quilt Maker

LOHAIN, O. — Mrs. C. W. Purcell

80, doesn't believe in retiring. Even though she has received the four-score mark she continues to do her own housework and also spends four or five hours a day making quilts. She has 125 Mrs. Purcell has aided her sewing circle in realizing \$4000 on the sale of quilts.

CHIMES LONG OFF KEY

DRINKLEY, Calif.—When Ace Templeton, blind pianist, started for the first time to play the chimes in the company of the University of California, he asked in what key the chimes should play and was told the chimes were tuned in the key of C. He had never heard that tuning before. He was in C major. A check-up revealed that for weeks past the chimes had been a half tone off.

We Say "Howdy" to the Northwest

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214 Shoshone Street East
BOISE TWIN FALLS CALDWELL

CONGRATULATIONS

to the citizens of south-central Idaho and our state officials who have finally brought us a UNITED

MAGIC VALLEY—a union of two great empires!

SUDLER-WEGENER AND COMPANY

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"I Want To Get A Picture of the BEST TIRE in the World"



CLAUD SAYS NO JOKING

It's Just Plain Economy To Buy RX Tires.

With PENNSYLVANIA RX Tires you get more tire value! Think of it — more strength and safety — thousands of extra miles of service — plus quiet cushioned riding comfort that just can't be equaled. The PENNSYLVANIA RX is not just another tire. From coast to coast, car-owners acclaim it as the finest, longest wearing tire ever made... an all-time high in value!

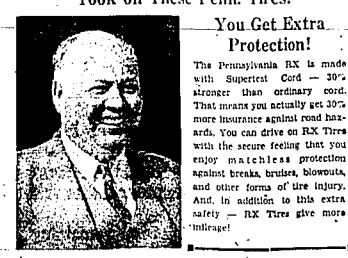
This great tire is built to a definite "formula" of quality... it is truly a super-mileage tire!

The PENNSYLVANIA RX carries more tread rubber — and tough tread rubber — than ordinary tires. No sing — no hum — scientific tread design eliminates noise and produces a really silent tire.

See this great tire! Ride on it! You'll be convinced the RX is your one best tire buy!

Old Claud Pratt Was Really Smart When He Took on These Penn. Tires!

You Get Extra Protection!



The "north" side has the fish and Claud Pratt has the fishing pole. Hey, ain't I tickled that there won't be any more toll bridge. Thanks to all who got us a free bridge.

Pratt Says No EQUAL In Riding Ease

The RX is Super-Pressure Guard—an exclusive Pennsylvania method. The enormous pressure (double that ordinarily used) produces supremely tough, dense, wear-resistant rubber and a tire of unusual resiliency! The sensation of quiet, cushioned comfort you get on RX Tires is entirely unique in your experience—an amazing new thrill exclusive with RX!

I'll Tell The World I Have RX On My Car!

CLAUD C. PRATT SALES COMPANY

On the Road to the Hospital Twin Falls

Meet Magic Valley's NEWEST FOOD MARKET

Located out of high rent districts, in our own building and where parking is no problem, we are ready to greet Magic Valley shoppers with Magic Valley's finest food store. Use Highway "93" and the "Toll-Free" bridge to your best advantage when you travel to Twin Falls. Let economy lead you to our door! Let Mr. Stokes, the owner, help you save!

LOW PRICES QUALITY FOODS A CLEAN BRIGHT STORE

Under the management of Mr. Carter, our new department is proving one of our most popular features. Large enough to give you a complete selection always. It is maintained so that economy prices are always in vogue. And as an added bonus, we carry a complete line of our monthly advertised economy values.

Complete MEAT DEPT. Complete GROCERY DEPT.

Under the management of Mr. Carter, our new department is proving one of our most popular features. Large enough to give you a complete selection always. It is maintained so that economy prices are always in vogue. And as an added bonus, we carry a complete line of our monthly advertised economy values.

Plenty of FREE PARKING. Parking is no problem when you shop at Magic Valley's new O. P. Skaggs store!

We have reserved 8 city blocks of parking space at the rear of our store for your use when in Twin Falls. . . Use it.

O. P. SKAGGS

FOOD SYSTEM STORES

A SURETY OF PURITY

Located at 347 Main Ave. E., Twin Falls

Fertile Land Brings Idaho, Lead in Crops Production

Pioneers were lured to Idaho in a search for gold. Many didn't find that gold, but made another important discovery that keeps the state flourishing today. They found that riches other than the precious metal variety grew in the Idaho soil.

Thus farming gained a start in the Gem state and today Idaho takes a back seat to none in the agricultural field. Idaho's prolific soil last year led the nation in the average yield per acre of wheat, beans, onions and sugar beets. The state was second in pear, apricot, potatoes and field peas and third in hay yields.

Practically every crop known in the United States, in the same latitude, can be successfully raised in Idaho. Wheat tops the acreage parade in Idaho with vast fields of this grain covering southern Idaho. Farmers harvested an average of 26 bushels to the acre in 1932 for the best yield in the nation and a total production of 22,048,000 bushels. Wheat covered 1,142,000 of Idaho's acres, thus producing 29,650,000 bushels of wheat which sold 449,000 acres of spring wheat.

Hay for livestock. Wheat has long been the leading revenue crop in Idaho, even in 1932 when about a half million acres were annually harvested. The average quantity produced was about 20 bushels to the acre and the total crop of southern Idaho dry farming districts as well as the north.

In production of hay, Idaho was the second state in the union in 1932. It has now slipped in total production, but remains third in the yield with 217 tons per acre, topped only by California and Arizona. In 1932, Idaho farmers harvested 1,310,000 acres of hay for 2,405,000 tons. The leading hay crops are alfalfa, timothy, red clover and orchard grass, alfalfa alone making more than half the total.

The adaptability of the state's soil to livestock is another important element in making Idaho a great dairying and livestock center, contributing millions of dollars each year to the state's income.

The famous Idaho Potato. Growing the famed Idaho potato constitutes an interesting chapter in the state's agricultural development. Quality of Idaho's potatoes are second to none and command a premium on the nation's markets. Idaho farmers have long been featured on menus of high class eastern restaurants and hotels.

Potatoes constitute one of Idaho's leading field crops and are grown throughout southern Idaho. Last year, farmers harvested potatoes from 115,000 acres, lower than the previous year, but well above the 10-year average of 107,000 acres. Production was 20,520,000 bushels in 1932. Third high in the nation although many states planted much larger acreages. The high production was accounted for by the yield of 250 bushels to the acre, exceeded only by 263 bushels to the acre in California.

Among past achievements in the potato growing field was the accomplishment of W. B. Gilmore of Payette, who produced 569 bushels to the acre in 1916. Not satisfied, he broke the American record in 1921 by raising 593 bushels of marketable spuds on a measured acre.

Duncan, Bonanza and Twin Falls counties produced over one million bushels as far back as 1915 and some other counties were not far behind. From the Idaho Falls district, huge enclosed shipments go to eastern markets each year.

Beets for Sugar. Since 1920, sugar beets have been one of the important crops of Idaho but it was not until 1923 that Idaho finally reached the top in sugar beets. Idaho grew 120,000 tons per acre in 1932 compared with a national average of 12.5 tons.

Beside the crop of sugar beets imposed by the national administration, Idaho's sugar beet industry has been expanding. There were 72,000 acres harvested in 1932, compared to a 10-year average of 45,000 acres for a total production of 1,322,000 short tons. Idaho in the past has averaged only 40,000 short tons annually.

The great Snake river valley is naturally the natural home of the sugar beet, especially that portion extending from Twin Falls to St. Anthony. The industry was threatened with white fly infestation several years ago, but a di-

LEGENDS INSPIRE TREASURE HUNTS

DENVER—Pieces of doubt, mates, and a couple of drunken men, the treasure hidden in a thousand places, if you believe legends, and many a hunter's still to be had. So if you're ever in an urge to go treasure-hunting, grab your spade. Chances are you'll only get some good, clean exercise, but thousands of others, here and there, always the possibility of hitting it rich.

Every year an exalted party of one from Phoenix, Arizona, for one of the richest and best-documented reported treasure troves—the Lost Dutchman mine.

In Superstition Mountain. His objective is Superstition mountain, a jumble of pine-clad mountains in the desert 20 miles east of Phoenix. Among the peaks and cañons is an immensely rich gold deposit once worked by "the Dutchman," white-bearded Jacob Waltz.

Waltz died about the turn of the century, confining his gold to his chest in many places but leaving no intelligible directions to the mine.

Waltz died about the turn of the century, confining his gold to his chest in many places but leaving no intelligible directions to the mine. The annual search is conducted by The Dons club of Phoenix. Sources of persons take part in it. Because so many persons have profited of their wild hunting the Dons Dutchman, the mass prospecting through a traffic wilderness in Weaver's Needle, a giant mountain peak to the west of the mine.

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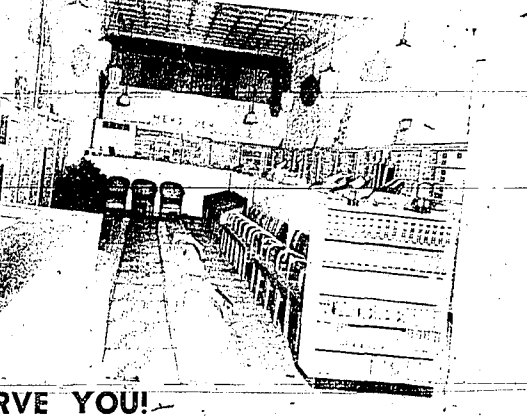
Waltz died about the turn of the century, confining his gold to his chest in many places but leaving no intelligible directions to the mine.

HUDSON-CLARK

Twin Falls' leading shoe store matches Magic Valley progress with

- A NEW STORE
- INCREASED STOCK
- TRAINED PERSONNEL
- and a SINCERE DESIRE to SERVE YOU!

We hail Magic Valley's most progressive move and congratulate those who made the state acquisition of the toll-bridge possible. But we also point with pardonable pride to our most progressive move—a brand new store for our Magic Valley patrons. Starting in 1932, we have grown with our friends until today we present a store that is complete in every detail, stocked high with all types



styles and sizes of your favorite shoes and with a trained force of salesmen and women to serve you. We're proud of our new business home—but we want you to know that the same friendly, honest desire to serve everyone has been brought right along from the old place. Look for us—we're conveniently located between Jim Troilinger's Drug Store and the Diamond Hardware Co.

we've put the accent on WELL KNOWN BRANDS for all THE FAMILY

BUSTER BROWN Shoes \$2.98 to \$3.98
For children. Both boys and girls. Shoes that are made right, and fit right, that make your children wear as "nature" intended.

ROBLEE SHOES \$5.00 to \$6.50
The new name in Men's shoes. A sensation in the Men's dress world. They look and wear like a dollar more the pair. Nationally advertised at.

ROBIN HOOD Shoes 98c to \$2.98
For children, of all ages. They're super flexible, made of finest materials over plus-fit lasts.

JOLLY STRIDES \$4.00
for men
Walk like you ride on air, with cushion insole. Hit-styled and quality workmanship.

AIR STEP SHOES \$6.00
For women. The shoe with the MAGIC INSOLE. Makes style shoes comfortable. As advertised in Good Housekeeping magazine.

BEDFORD SQUARES \$2.98
for men
Quality style, made for style-conscious men and younger men.

ARCH PRESERVERS \$8.75 to \$10.50
by Selby
Orthopedic shoes for women. Aids to foot health, and foot corrective types.

BROWN BILT SHOES \$1.98 to \$3.98
for women and growing girls
In style shoes, sport outfits. ODDITY BARBARA BROWN, PERSONALITY, and many other famous makes. In the popular price field.

Styl-EEZ by SELBY \$6.95 to \$7.95
A top-flight shoe for women who care. Styled in the best manner, sold in the popular prices.

SMITH SMART Shoes \$8.75 to \$12.50
for men. Long a favorite in the high quality shoes. Simple, but the smartest styles!

Shoe Repair in Connection
In the repair of our new home is a most complete shoe repair department—managed and operated by Ralph Turner. He assures you guaranteed, satisfactory work at prices that are outstanding for their reasonableness.

An Air-Conditioned Store.
We're not going high hat—but we do believe a comfortable place to shop is the right of every customer. That's the reason you'll find our store air-conditioned with Frigidair, the most satisfactory of air-conditioning systems.

WE WELCOME "A Toll-Free 93"

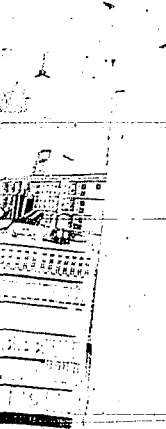
Because we realize the mutual benefits to be had by both the north and the south sides . . . because we know that now many motorists will enjoy our beautiful north country . . . and because we know that a toll-free 93 means to southern Idaho generally, we welcome the removal of tolls from the inter-county bridge.

GILMORE'S SUPER SERVICE MARKET
ON SHOSHONE STREET NORTH
Across From the U. P. Stage Depot

Hudson-Clark
From one of Idaho's smallest to one of Idaho's Largest!

Seals Can't "Walk"
Sea lion patters on land in a waddling gait, with the hind flipper acting as legs. The hind seals, which have an external ear, are unable to move in this manner. Their hind flippers are grown solidly to the body and are directed permanently backward.

Between 1905 and 1910, the Jewish immigrants to the United States numbered 100,000.



VOY HUDSON
JUD CLARK
JIM BOWDEN
JESSE KRAUEL
BOB SAHLBERG
RALPH TURNER

COST OF BUILDING NEW BRIDGE ESTIMATED AT \$752,504

State Avoids Costly Construction Job by Purchasing Big Span

Engineers Submit Conservative Figures on High Price of Replacing 12-Year-Old Structure

If the state of Idaho, instead of purchasing the Twin Falls-Jerome inter-county bridge, had decided to build a new one beside the present structure, a conservative estimate of the cost would be \$752,504.81.

Although the present structure is 12 years old, it is far from "aged" as bridges go and should have approximately 15 years of good service before it.

Pack Strings Were Idaho's First Convoy

Good old pack trains to still the horse and pack trail in the mountains of Idaho. Pack strings, used in the old days to haul goods across the mountain ranges between a given point and the best trading place in the region.

They had their heyday in the early days of settlement in Idaho's mining and timber areas. They were used to haul goods such as wool, hides, and other products of the mountains and back into the high valleys where the food was raised.

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Toll House Urged As Excellent Folk To Little Folks

During the toll house into the canyon, that is the best time to see the Twin Falls-Jerome bridge as a feature of the celebration of the bridge, brought from one friend of little folks to prevent and a suggestion.

Celebrations plans, it was later announced, contemplated the construction of a replica of the toll house.

This proctor, Mrs. Carl W. Ordway of Twin Falls, addressed to local papers a letter, saying: "Will you please give me a few words in the Public Forum, in regard to the toll house of the Twin Falls-Jerome bridge as a feature of the celebration of the bridge, brought from one friend of little folks to prevent and a suggestion."

The toll house, which was built by the state in 1923, but which is now in poor condition and is being replaced.

OBJECTION TO '93 ROUTE REMOVED

Senators objected on the part of the state and others favored to one of the routes to the toll house, removed with the toll house from the Twin Falls-Jerome inter-county bridge, according to H. H. Flint, Idaho director of highways.

The four state highway engineers, California, Nevada, Idaho and Montana, met in Boise, Idaho, to discuss the removal of the toll house from the Twin Falls-Jerome inter-county bridge.

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Chronological Review Of Legislative Work To Obtain Free Span

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240,000 Cross Bridge in Year: Records Show

During the past five years an average of over 240,000 persons has crossed the Twin Falls-Jerome bridge annually, according to records of the bridge company, which are being analyzed by the state, according to the records of the bridge company, which are being analyzed by the state, according to the records of the bridge company, which are being analyzed by the state.

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Travel a Toll-Free Highway 93 In a Trouble-Free Car. North of Twin Falls to Canada and South of Twin Falls to Mexico stretches U. S. Highway No. 93, a highway whose entire length is now free of toll bridges...

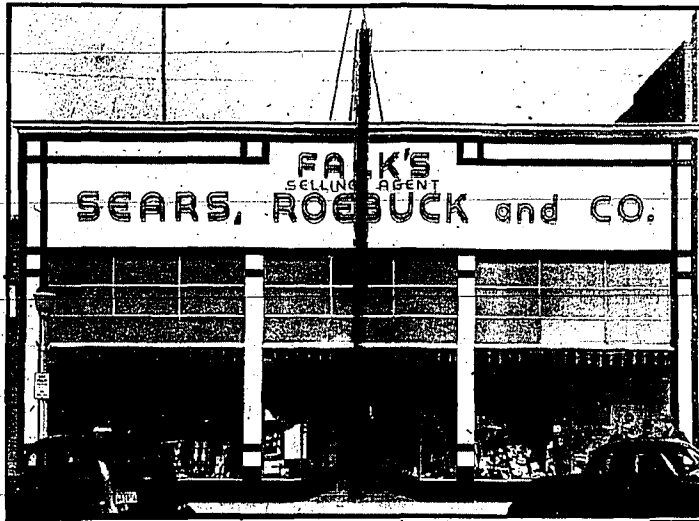
IT'S BARNARD'S for QUALITY SERVICE. IT'S U.S. NO. 93 for MOTORING PLEASURE. Features: Piping A. engine and self-ignition tires. Free hot radiator and oil testing. Windshield cleaning with a miter. Careless and efficient attendants. A complete one-stop service.

FREE! EXPERT INSPECTION FOR YOUR WATCH. Our skilled American inspectors will examine your watch without charge. Such an examination will insure you enjoy the full life of your watch.

CHRYSLER - PLYMOUTH SALES and SERVICE. Always the first with new models to show you and always the first for satisfied service. We are an accredited service garage for these two popular Chrysler products.

Barnard Auto Co. Located at 2nd St. and 2nd Ave. East Twin Falls - Phone 161. You'll enjoy in this beautiful mountain scenery. It's nestled in the heart of one of southern Idaho's best agricultural districts.

SHOP at SEARS and SAVE!



"Sears" used to be the name of a small town railroad station agent up in Minnesota

TODAY, IT'S THE "BUY" WORD OF A NATION!

Can you remember....

when people went around with their arms in splints, because their automobiles "kicked" them?... when trick flyers waited until the wind went down before they'd go up?... and when you had to wind your watch with a key—if you could find the key?

A few people don't even yet understand how Sears can and do give you such high quality, and still charge you so little money for it. The answer is—we were not satisfied to sit back and let the world go by us. We went ahead. Our merchandise is of the highest quality obtainable, our prices are lower than most—why? We place orders for merchandise up to six months before we need it, in this way keeping the factories going during their slack seasons—and keeping their men working during their ordinarily slack season. We order in larger quantities, carload lots, etc., cutting transportation costs, order direct from the factory thus cutting handling costs, and who is the winner? Can you keep a secret? You—the consumer.

Our Twin Falls Store....

has a very large payroll for the size of the store, we have a very happy personnel, higher paid than most people holding similar jobs, this money is spent on their homes and on their families here in Twin Falls and surrounding towns. Come in and be waited on by a happy, well trained, courteous group of employees and Save With Safety at Sears.

CONGRATULATIONS

Our entire personnel join the hundreds of south central Idaho people in extending hearty congratulations to the state officials and the chambers of commerce who were so influential in the purchase of the intercounty bridge. We are glad that now with a toll-free bridge the way is open for a united effort toward greater progress for Magic Valley.



Front Row, Left to Right: Earl Johnson, Bill McArthur, Helen Scholde, Ruth Davis, Ann Van Hoosen, Richard Olson, William Lytle; Back Row, left to right: Dave Johnson, Ward McDonald, Phil Johanson, Grant Thomas, manager, Oliver Leiphardt, Lyle Schmidt.

Here are some tips on Sears Saving from our personnel:

Grant Thomas
Manager.
You may save with safety at Sears.

Phil Johanson
Asst. Manager
We have the highest quality at lowest prices.

Miss Helen Scholde
Audit Clerk
Visit our custom order desk—we have a choice of 50,000 items to pick from.

Miss Ruth Davis
Credit Department
Use our easy payment plan on purchases of \$10.00 or more.

A. C. Adamson
Plumbing and Heating
A complete line for any home at a saving.

Dean Halladay
Farm Accessories
Fencing and farm supplies at a saving.

Dave Johnson
Our hardware department is a complete line of quality hardware.

Earl Johnson
Our sporting goods line is very complete. Fishing, baseball, tennis, bicycles and hunting.

William Lytle
The finest line of tires in the country, and a large assortment of auto accessories. Complete line of parts.

Miss Ann Van Hoosen
Our houseware department because of the demand is growing larger every day.

Grant Madsen
Appliance Salesman
Why pay \$50.00 more—Buy a Goldspot.

Richard Olson
Appliance Salesman
Our line of suction, electric ranges and refrigerators is unbeatable.

Ward McDonald
Furniture and Rugs
A complete line to fit the best homes and anyone's purse.

Oliver Leiphardt
Shoe Repair
Guaranteed shoe repairs at a great saving.

Don Kirkman
Trucker
We deliver any purchase over \$5.00.

Bill McArthur
Selling
Our light fixture line is complete, and electrical accessories at the lowest prices.

Lyle Schmidt
Receiving Clerk
The merchandise goes out as fast as it comes in—no old carry overs.

Alfred Partin
Serviceman
We guarantee our service.

Russell Vosberg
Appliance Salesman
Kenmore Vacuum Cleaners and Sewing Machines are as good as any—Save at Sears.

The following members of our personnel were not present when the above photo was taken: Dean Halladay, A. C. Adamson, Don Kirkman, Alfred Partin, Russell Vosberg and Grant Madsen.

233
Main Ave. E.
Twin Falls,
Idaho

FALK'S

Authorized
Selling
Agents
For

SEARS, ROEBUCK and CO.

Phone
1640

They Negotiated Purchase of Bridge



Purchase of the Twin Falls-Jerome intercounty bridge by the state, and the resultant lifting of the toll can be at least partially traced to the work of the men pictured above. The photo shows Gov. C. A. Holt (center) with members of the bridge commission, the secretary to the commission and its technical advisor, the engineer in charge of the survey, and the technical advisor to the commission and engineer in charge of the highway department. From left to right are O. O. Baza, Robert J. J. Berr, technical advisor to the commission and engineer in charge of the highway department; Geo. Hoffmeyer, H. H. Flint, then acting commissioner of public works and highway department; Wayne Hill, Caldwell and S. L. Avenue, then secretary of the commission; Wayne Hill, Caldwell and S. L. Avenue, then secretary of the commission; Jerome A. L. Ribbs, Bull, other member of the commission, was absent when the photograph was taken.

AAA REPORTS ON PROGRAM'S COST

WASHINGTON—The Automobile Adjustment Administration today issued a report on the cost of the 1936 program. The total cost was \$70,729,484 and \$4,814,723.

The total reported by the AAA as a result of a complete and final statement of payments under the 1936 program "compared with approximately \$100,000,000 for the 1935 program and \$275,000,000 for 1937."

Payments to the participating national and local automobile organizations amounted to \$34,814,854.44. The balance represented obligations under such phases of the farm program as reclamation laboratories, to develop new uses for farm products, removal of agricultural surpluses, and advance payments on the 1937 program. Covering grants of aid in road, time and facilities, and advances to county associations for carrying the 1936 program into effect. The latter of these amounts to the 1937 payments.

Field administrative expenses accounted for \$9,000,000 of the 1936 total. The bulk of this representing state administrative costs. The administrative expenses in Washington were \$3,385,715.59, with other offices and bureaus of the agriculture department in Washington and in the field spending \$5,614,284.91.

The largest state total was \$43,764,125.00 for Texas. Other state totals include Missouri \$13,227,293.20; Wisconsin \$1,745,146.17; Nevada \$1,648,888.26; Washington \$1,714,047.56; Oregon \$1,044,074.90; Idaho \$1,044,074.90.

Weird Formation of Lava Attracts Many Gem State Tourists

Wild and weird, forbidding and desolate, a great expanse of black ugly rock, terribly hot in the summer time, bitter cold in the winter, hardly sounds like the building for a tourist lure.

Yet, one of Idaho's major attractions, a vastland that has claimed national attention, is 80 square miles of pock-marked lava lying 26 miles southwest of Arco.

Craters of the Moon, of course. The fascinating beauty of this infernal, barren stretch of twisted rock, with mysterious craters, hardened lava convulsions, with deep, dark and murky caverns and tunnels that snarl an eerie howl—bit of the moon on earth—this draws hundreds into the desert each year to venture timidly and gaze awe-inspired.

Various descriptions have been written of Craters of the Moon with heavy use of adjectives.

Craters of the Moon became a national monument May 2, 1924, under a proclamation by President Calvin Coolidge. To the late H. H. Lambert of Boise goes much of the credit for bringing the area into national prominence. He wrote a detailed article which appeared in the National Geographic in 1921, after several weeks of exploring the mysteries and revealing the phenomena of the region with his camera.

The Craters were first believed visited by white man in 1872 when Harold J. Stearns of the United States geological survey in a published article tells of an Indian, Mator Jim, a business man, who said that his great-grandfather, a Spanish trader, had been in the area. On such a basis, geologists have determined that the last eruption of Craters of the Moon is undoubtedly the most recent lava flow in the

land of motion and life. It is surprising that on closer observation, one finds not only life and motion, but water and even ice, as well as many more minute things of interest.

Some Fairly Unexplained Water, clear and surprisingly cold, is found in various parts of the tortuous sea of lava. This is accounted for by an explanation that the water holes are fed solely by snow and ice and melt. The ice is very gradual in the process of melting.

So large and rugged is the area, and so many and long and winding are the caverns, there are a number of places where white man's feet have not yet trod.

The exploring visitor should be equipped with a heavy hooded shoes, a good flashlight, a canteen of water, a stout staff, plus a stout heart and strong courage. The opportunity for adventure is there for those who choose to explore the Craters' numerous caves and lava tubes or probe into its weird depths. There is a hotbottom pit, a Flood-Water hole, a Bridge of the Moon, arching gracefully over the river of lava that once flowed through buffalo caves. All of these points are appropriately named. An every child tingles up the spine of the

And the resultant lifting of the toll can be at least partially traced to the work of the men pictured above. The photo shows Gov. C. A. Holt (center) with members of the bridge commission, the secretary to the commission and its technical advisor, the engineer in charge of the survey, and the technical advisor to the commission and engineer in charge of the highway department. From left to right are O. O. Baza, Robert J. J. Berr, technical advisor to the commission and engineer in charge of the highway department; Geo. Hoffmeyer, H. H. Flint, then acting commissioner of public works and highway department; Wayne Hill, Caldwell and S. L. Avenue, then secretary of the commission; Wayne Hill, Caldwell and S. L. Avenue, then secretary of the commission; Jerome A. L. Ribbs, Bull, other member of the commission, was absent when the photograph was taken.

WINTER SPORTS THRIVE IN IDAHO

Idaho, winter sports playground for the United States. That's been the cry of winter sports enthusiasts since Sun Valley was first introduced to the sports world in 1926.

Winter sports in Idaho can be divided into two distinct periods, before and after 1926. Up to 1926, skiing, tobogganing, ice skating, ski-joring, etc., were only participated in a mild way by Idahoans and the hills of the state were practically lacking in ski lifts, aluminum, artificial ice rinks, etc.

With 1926 and the building of Sun Valley the fever of winter sports swept over Idaho.

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Intermountain Theatres Always At The Head Of The Better Entertainment PARADE In Magic Valley!



THE ORPHEUM and IDAHO THEATRES Present A MINUTE MOVIE

County	Amount
Ada	10,172.92
Adams	10,172.92
Blaine	9,632.54
Bear Lake	2,029.81
Bench	14,125.50
Bingham	12,941.17
Blaine	1,044.07
Boise	6,631.47
Bonner	12,748.83
Bonneville	1,044.07
Bonanza	1,044.07
Butte	13,529.15
Canyon	1,044.07
Carson	8,930.74
Caribou	2,323.93
Cassia	1,044.07
Clark	9,152.11
Clearwater	12,543.14
Coe	1,044.07
Condon	1,044.07
Custer	1,044.07
Franklin	8,566.62
Fremont	1,044.07
Gem	19,252.05
Gooding	1,044.07
Idaho	13,306.90
Jefferson	8,721.74
Jerome	1,044.07
Kootenai	39,558.76
Latah	20,292.49
Lemhi	10,272.38
Lewis	5,968.04
Lincoln	19,926.67
Madison	10,929.98
Mitlenka	39,416.22
Nev. Pease	29,842.27
Owyhee	11,923.95
Payette	27,492.18
Pocatello	16,667.82
Shoshone	116,403.10
Silverton	51,856.20
Teton	19,266.78
Twin Falls	22,429.22
Valley	35,344.72
Washington	1,044.07
Total	\$2,612,959.90

Objections for term payments not certified \$ 12,573.08

Total \$2,625,532.98

25 M.P.H. Limit Set for Trucks Crossing Bridge

A 25-mile-per-hour speed limit on the new truck crossing over the Twin Falls-Jerome bridge will be enforced when the state takes over the structure, according to H. H. Flint, state director of highways. This, he says, is the only truck speed limit in the country that the federal law contemplates.

Truck stock being traded through will have to be limited as to the number on the structure at one time, he advised.

TRAVEL TOLL-FREE SAFELY

We repair all sizes of passenger car and truck tires.

- Re-tapping • Vulcanizing
- New Tread Tires

Stuart Morrison
Truck Lane
Next Twin Falls, Lumber

Negro Fowl

Although the feathers of all birds may be either white or black, their skin always is black. They are the Negroes among fowl.

A Magic Valley Sensational Success

The Jerome Bridge Opened

and that's what you'll say about our new freezing storage vault, now open for your inspection!

THE FUR SHOP
Next to Orpheum Phone 413

It's Only Logical... The Bridge Is FREE

Now we step forward.

The toll has always been an unnatural barrier, has retarded cooperation between two groups who are geographically united in interests but have not been united in action.

The only reason for "a house divided against itself" is gone... The physical barrier has been abolished by this progressive step. Both the "north" and the "south" will benefit.

It's Only Logical, Too... To Go To Kingsbury's For PRESCRIPTIONS

Kingsbury's is now an exclusive "drug store," paralleling the progressive removal of the toll.

In this day of modern specialization, prescription-compounding becomes more and more complicated with the advance of medicine and the introduction of new and better drugs. By eliminating those departments unrelated to a drug store, we are able to devote our entire time to the filling of prescriptions and supplying sick room needs... thus increasing our worth to Magic Valley.

We are now a drug store only... A reliable place to purchase your sick room supplies and get your prescriptions filled.

PURITY

KINGSBURY'S
PRESCRIPTION PHARMACY
PHONE 11
Twin Falls, Idaho

We Sing Our Praises

This proud accomplishment of a toll free bridge and of the progressive spirit of the officials and citizens of Magic Valley whose untiring efforts made it possible.

... CONGRATULATIONS!

We Too, Are Proud...

of the accomplishments and progressiveness of the motion picture industry the past quarter century.

of the privileges of being a part of this wonderful community and bringing to it the best motion picture entertainment possible.

Through Our Theatres Hollywood's Magic. CARPET brings You

THE CREAM OF THE MAJOR PRODUCERS.

Paramount Metro-Goldwyn-Mayer 20th Century-Fox Warner Brothers United Artists Universal

Magic Valley's Entertainment Headquarters

ORPHEUM

Where Comfort and Service Prevail 3 complete program changes weekly Wednesday and Thursday 25c all day

IDAHO

The Family Theater - Popular Prices Always 3 complete program changes weekly Wednesday and Thursday, return showing of the Big Hit Pictures—15c all day.

WE GUARANTEE your Trip!

Making Use of the Toll-Free Bridge...

SHOP WORK

- Conoco Gasoline
- Germ Processed Oil
- Tires, Batteries
- Storage
- Washing, Greasing

WE GUARANTEE

That when you trouble-free driving is of utmost importance to you are getting more than just a gas and oil. We clean, tune, and adjust your car. We check your tires and we'll repair or replace them while it is in use.

This guarantee is valid only if your car was checked by our mechanics, and our service staff says it has been thoroughly greased and filled with good oil and Conoco gasoline. It's a cinch, then.

MOTOR SERVICE
Phone 890 Day-Night
140 2nd Ave. E. Twin Falls

TWIN FALLS, PIONEER'S DREAM, NOW "MAGIC CITY"

Amazing Growth Justifies Visions Of I. B. Perrine

The city of Twin Falls was born as the result of a dream. That dream was had by I. B. Perrine who visioned the city and the surrounding irrigated lands as they are at the present time.

When he had that vision there was nothing but rock and sagebrush in this section of what is now a part of the Magic Valley. When Perrine and his associates succeeded in getting the water to the parched desert, Twin Falls was born and to reap was the growth that the name of "The Magic City" was also earned.

Records show that the village of Twin Falls was incorporated as the commissioners of Cassia county (of which this section was then a part) on April 1, 1906.

First Session The first session of the board was held April 24, 1906, at the school house, which at that time was the center of all activities in the community.

Investigate Water On Nov. 17, 1912, Eldridge, Burton and Swain were named to a committee to investigate a new source of supply for the city.

Stalling Ahead in 1927 In 1927, when the Jerome-Twin Falls inter-county bridge came into being, the city was already making its mark in the state.

Always Looking to the Future And never content with the impressive past—members of the city council in 1924 appointed a planning commission.

Progress has been the watchword in Twin Falls for 36 years, and in that space of time the Magic City has sprung up from a waste of sand and dust.

Reflection Causes General Fire Alarm KEENE, N. H.—The fire department answered a general alarm, but found only an optical illusion and an embarrassed patrolman, Fred J. Bergeron.

Time-Saving Route Across Free Bridge Cuts Travel Costs If all the cars that have traveled by the Hansen bridge to avoid payment of toll at the Twin Falls-Jerome inter-county span were laid end-to-end—well, let's not go into that, but it might be interesting to compare in the same general vein just how much of a saving in time, gasoline and mileage may be accomplished with coming of a free bridge.

2,000 MILES OF HIGHWAYS OILED Approximately 2,000 miles of Idaho state highways have been oiled since the contractor was inaugurated in 1923.

WE MOVE! So We'll Appreciate a Toll-Free Bridge ... and we know every resident of Magic Valley will benefit from this major step forward in speeding up travel.

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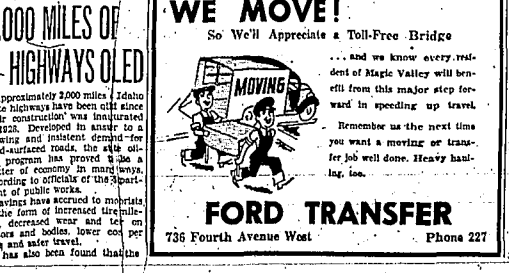
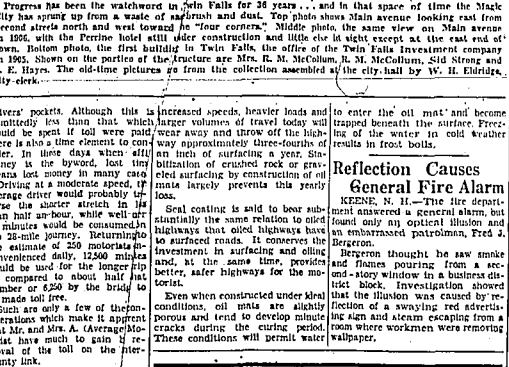
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Free Bridge Benefits Gem State, Declares Company Spokesman

Spokesman for the Twin Falls-Jerome inter-county bridge company which built and has since operated the giant toll bridge spanning Snake river canyon between Twin Falls and Jerome, Bruce C. Shortts of Seattle, said in a statement, for the bridge edition:

"We fully understand the desire of the citizens of Idaho, and particularly those of Twin Falls and Jerome counties, to eliminate from the highway system of the state the only toll bridge in the state.

"For several years the Twin Falls Chamber of Commerce and the business men of Twin Falls have exercised every effort and given liberally of their time to make about the acquisition by the state of our toll bridge property, and to open the same for public use as a part of the highway system free from toll or other charges.

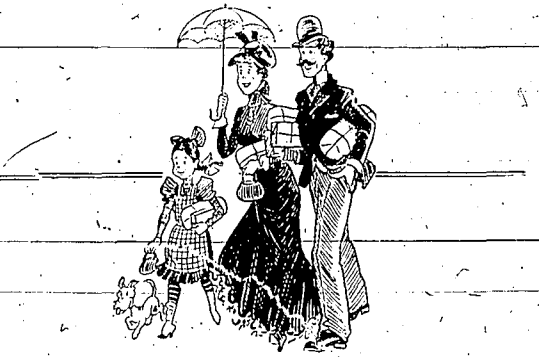
"We feel certain that the state at large and particularly the cities of Twin Falls and Jerome will be greatly benefited as a result of our toll bridge becoming a part of the free highway system of the state.

"The bridge has been open to traffic 24 hours a day ever since it was opened in September, 1927. The men at the bridge, who during all the time have met and dealt with the public have faithfully performed their duties and have at all times been courteous and respectful to the thousands of customers who have done business with us, and we wish to publicly express our appreciation of their service."

Hope Stirs Optimism

PASADENA, Calif.—Stan has not yet reached his evolutionary peak and his position is still on the upward trend, according to Dr. John G. Sherman, president of the California Institute of Technology, who is doing research work at the California Institute of Technology. "Evolution need not decrease as he declines."

Edmundson's Strawberries. As you drive north on Blue Lakes Blvd., across the toll-free bridge, watch for Edmundson's Strawberry Ranch where those Jolly MARSHALL STRAWBERRIES are grown! 1/2 Mile North of Washington



BORN 30 YEARS TOO SOON

That's right — born thirty years too soon — to know the conveniences of a modern age. The modern age is best marked in Magic Valley by the removal of the last barrier to toll-free travel. Now the great length of Highway 93 is a free thoroughfare to neighbors north and south. Be glad YOU weren't born thirty years too soon. Celebrate with Magic Valley!

Magic Valley Pioneers didn't know the convenience of BUDGET BUYING

It's a Firestone institution — born of the willingness of our organization to work with you to make your buying easier! Now by this plan you can purchase with easy payments these important products.

- FIRESTONE TIRES AND TUBES
FIRESTONE EXTRA POWER BATTERIES
FIRESTONE HOME AND CAR RADIOS
FIRESTONE BICYCLES AND WHEEL TOYS
Complete Lawn and Gardening Equipment and scores of other daily needs

Ask About Firestone BUDGET BUYING on these auto services: MOTOR TUNE-UPS, BRAKE RELINING, WHEEL ALIGNING, CHASSIS ALIGNING. Small weekly payments will buy these services — and the merchandise mentioned above. An inquiry in our office will bring you full details.

Prepare for Spring with the modern service of Firestone AUTO SUPPLY & SERVICE STORES. 410 Main South Twin Falls Phone 76

Jerome, Centrally Located, Has Varied Attractions

Jerome, Centrally Located, Has Varied Attractions

The City of Jerome is considered to be the geographical center of the area extending from Hailey on the north to a point west south of Rogerson on the south...



R. G. FREEMAN, President of the Chamber of Commerce at Jerome, and member of the committee organizing details for the bridge.

Jerome Leader

Jerome is the county seat and has a population of approximately 4,000 or more. It is situated at a location...

No Feared

So far as the county of Jerome is concerned, there is no serious population...

Two Parks

Jerome boasts two parks covering more than five acres. Through the office of the organization...

Club Building

The Club Building is the center of Jerome culture. It is the Civic Club building which also houses the library...

Granite and Brick

Construction is of local granite for the foundation to the height of the first floor...

IDAHO'S CATTLE INDUSTRY GAINS

There is no substitute for beefsteak. The only thing that produces beefsteak is beef cattle...

Longhorns Came First

Types of beef cowboys and longhorns have been bred since the first herds were raised across the southern border from Texas...

Real Estate Boomed

Cost of transportation was the big item in the boom. The following table of prices in 1921...

Good Business

In spite of the tremendous cost, stores, freighted in great quantities of goods...

Handled Passengers

Ben Holliday, of Idaho and Oregon, has handled passengers and freight all over the state...

'Definite Milestone In Progress,' Says Jerome Businessman

S. L. Thorpe, Member of Intercounty Bridge Commission, Sees Removal of Tolls as Step Forward

S. L. (Vern) Thorpe, Jerome, a member of the Twin Falls Jerome intercounty bridge commission appointed by Gov. C. A. Bottfoss...

In his statement Thorpe praised the press, the governor, members of their commission and others for their work in connection with the bridge...

Travel through some of the worst mountain scenery, leading into our grand Sawtooth range...

Ch a business standpoint, it seems to me that everyone will benefit from this easy way across the river...

America on Move

Time and changing conditions, development of high speed transportation and with it more of America on the move...

Real Estate Boomed

Real estate booming in Idaho the better part of the year. Many of the fancy ranches advertised currently...

Routine of herding, branding, shipping and hauling is still very much a part of the modern picture...

Much for Tourists

From a tourist standpoint we have so much to offer in Idaho. In this locality we can give the tourist a grand view of a mighty river...

Grubs in Old Homes

Sometimes, in old houses, one may hear a faint ticking sound which seems to come from the woodwork...

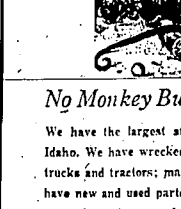
Skinner Rewarded

The mayor of the city of Montreal presents either a silk hat or a silver-mounted walking stick to the skipper of the first ship to reach the port of Montreal since St. Lawrence river thaws each year.

CITY OF STEEL

There are 27,000,000 tons of steel in the borough of Manhattan, New York. Of this amount, 23,000,000 tons are in skyscrapers and other buildings.

Advertisement for a complete DRUG and PRESCRIPTION SERVICE, stating 'a complete DRUG and PRESCRIPTION SERVICE awaits you in JEROME the hub-city'.



No Monkey Business Here! We have the largest stock in this part of Idaho. We have wrecked thousands of cars, trucks and tractors...

CONGRATULATIONS

to those who made a toll-free bridge possible. Our thanks to state officials and to our own forward thinking citizens.

JEROME AUTO PARTS

on the northside in Jerome

Advertisement for McCleery DRUGS, listing various items like PRESCRIPTIONS, COSMETICS, PENS, PENCILS, STATIONERY, GIFTS, TOILETRIES, SUNDRIES, and 'ALWAYS AT COMPETITIVE PRICES'.

Advertisement for THE VORIS Theater, stating 'The VORIS Theater INVITES YOU to attend our comfortable appointed theater. First night pictures for your entertainment. Your whole family will enjoy a Veris program. JEROME'.

Advertisement for JEROME CO., featuring a Ford logo and the text 'IN JEROME it's the NORTH SIDE AUTO CO.'.

Advertisement for JEROME BAKERY, stating 'CONGRATULATIONS To the forward thinking citizens of our communities and our state officials on the acquisition of the bridge. Join in the celebration. It marks a great day in the history of our own Magic Valley! JEROME BAKERY'.

Large advertisement for JEROME COOPERATIVE CREAMERY, stating 'to the greater PROSPERITY of SOUTHERN IDAHO North and South Sides Join Together to Mark a New Milestone in History'. It describes the creamery's history and goals.



Jerome Mayor Sees Cooperation, Trade, Gains in Free Span

Both the North and South Sides, as Well as The State as a Whole, Will Benefit, Zug Declares

Jerome looks for increase in mutual cooperation between north and south sides "for the general good," now that the state has acquired the rim-to-rim bridge and tolls will become a thing of the past, Mayor L. M. Zug of Jerome told 'The Times and News Today.

Mayor Zug, a retired veteran theater operator for 20 years and a keen student of south central Idaho "people," said "that Jerome as a whole wants to get better acquainted with south side friends and wants the south side to do the same with its fellow-citizens across the river."

He said that Jerome looks for even better business with the toll removed, and pointed to increased tourist traffic as a source of cash revenue for merchants on both sides of the Snake.

The mayor's statement: "The people here are glad to see the removal of the tolls on the high bridge, and feel that both the north and south sides as well as the state as a whole, will benefit by this forward step."

"We want to get better acquainted with our friends on the south side, and want them to come visit us. At the same time, we expect to receive over to your ball games, see our friends in Twin Falls often and work together for the general good of southern Idaho. Removal of the tolls will be a good thing for all of us."

"Speaking in a business way, we expect a greater trade than ever—we only hope our own folks but from tourist traffic, new business enterprises and a healthier condition in general."

WATER POWER IN IDAHO ABUNDANT

Water roaring over falls, rushing down river beds toward the sea—a powerful, inexhaustible force which man has learned to harness.

Nature provided Idaho with an abundance of water power. Idahoans take part of that force from the rivers to cook meals, light homes, run machines and perform various other difficult and sundry tasks. Man's ingenuity permits conversion of that power into electrical energy.

The hydroelectric industry in the Gem state has grown into one of the big enterprises as well as an outstanding source of revenue.

Power development in the state has contributed perhaps as much as any other industrial field to the growth and advancement of Idaho. High tension transmission lines straggle across the state from strategically located power plants. Distribution wires network the cities and farming communities, branching many miles into sparsely populated rural areas.

Idahoans use their electricity. The force generated by water flowing through a turbine is sometimes carried great distances into remote regions to run heavy mining machinery or make the wheels go around in a lumber mill.

Farmers milk with electricity, besides lighting their homes and running their pumps. Uses of electricity are manifold, both in the industrial and domestic field.

Engineers have estimated Idaho's maximum potential water horsepower, susceptible of electric development, at about 2,547,000. Of this total, only about 160,000 horsepower is now developed by present plants. These are Idaho planning board figures.

Three major power companies are

Sees Benefits



Mayor L. M. Zug, Jerome, forecasts today that toll removal will benefit both north and south sides and will mean working together for mutual progress.

Ellsworth v. Bell, Massachusetts State College farm economist, Bell said, however, that "horses are being replaced by motor power at a very rapid rate" and their number in the state decreased from 24,000 to 23,000 in the past year.

Workers Efficient

Efficiency experts say that happy skills do more and better work than those working under bullying of racing supervisors. Nearly half of the working time of unhappy work is wasted, they claim.

SHERLOCK BURGLER

SYDNEY, Australia — Sherlock Holmes' house has been burglarized three times in a week, and in each case goods were stolen. Not the great detective of fiction but a humble vegetable-grower who lives at Cardiff, New South Wales.

TINGWALLS

North Side's Outstanding Dept. Stores

welcomes this opportunity to serve a

UNITED MAGIC VALLEY

We welcome the removal of this last Barrier to the free unhampered mingling of the North and South Sides of this wonderful valley.

We believe this event will make possible a finer and better cooperation between the various communities in our beloved valley, to the betterment and continued growth of all.

In the work of making a better and more prosperous Southern Idaho, we are sure the four fine Northside communities in which our stores are established will always do their full part.

TINGWALLS

JEROME GOODING
WENDELL HAGERMAN

WE CELEBRATE

removal of the toll by extending a cordial invitation to all South Side folks to use our course

FREE!

Saturday and Sunday following the bridge celebration, May 4 and 5.

Come on Over, Fellows, We Shall Be Happy to Have You!

JEROME COUNTRY CLUB

Located 4-Miles-North-of-the-Bridge

BRIDGE OPENING SPECIALS

We're celebrating with the rest of Magic Valley on the opening of the toll-free, inter-county bridge—and here's your chance to travel the length of south-central Idaho without tolls in a better used car!

TODAY and the BALANCE of this WEEK

Each day we will offer one late model used car or truck \$25 to \$50 below market value.

We invite you to shop our lot and see these red hot specials. "And remember: we never set back a speedometer!"

NEW DODGE & ELYMOUTH CARS & TRUCKS where you can make a real trade. Low rates, long terms.

EXPERT MECHANICAL SERVICE

THORPE MOTOR Co.

200 West Main JEROME Phone 15

HOWDY NORTHSIDERS!

TWIN FALLS MOTOR GREET'S YOU ACROSS A TOLL-FREE BRIDGE



We invite you to visit us on your first trip across the Toll-Free bridge. This year, you can confidently invest your new car money in any one of Studebaker's three great cars and be sure that you are getting an up-to-the-minute automobile. Come in and take a revealing trial drive in a Studebaker.

Here's Proof of Studebaker's Supremacy
Studebaker wins first, Second and Third Place in this Official Economy Test ... No other car ever did this before

Studebaker Champion 29.19 Miles Per Gallon
Studebaker Commander 24.72 Miles Per Gallon
Studebaker President 23.40 Miles Per Gallon

TWIN FALLS MOTOR

251 Main Ave. W. Phone 88 Twin Falls

To all you good folks on the South Side we extend a very hearty invitation to come and see us

We, Too

Express our gratitude for the removal of tolls from THE TWIN FALLS-JEROME INTERCOUNTY BRIDGE

MILLER CLINIC

DR. F. J. MILLER Ophthalmic Physician Laboratory Technician
L. D. SCHMIDT
412 Main Ave. North - Phone 1977

A Toll-Free Bridge Is A Big Step In Magic Valley's Progress

Our business is traveling, so we realize that this step means a lot in speeding up the development of Highway 93. Our organization pledges to take advantage of this progress to give Magic Valley even better motor freight service.

Conyces Freight Lines

In Jerome, it's

WOOD'S CAFE

for the finest food.

Featuring Sizzling Fancy Branded Steaks

Enjoy a toll-free trip to and from Jerome! You'll find a warm welcome in this hub city of Magic Valley... and the best of food awaits you here!

Come Over Often

Located in North Side Inn, Jerome

Thanks for the Bridge

Thanks, also, to all our customers who helped make the cycle business a success with modern methods in a modern building.

Harley-Davidson Motorcycle Dealer

BLASIUS CYCLERY

481 Main Ave. E. Phone 111

Twin Falls Lumber Co.

WELCOMES A Toll-Free Bridge

Removal of the tolls is a big step forward in the progress of Magic Valley. When you visit Twin Falls over the Free Bridge or if you live in Twin Falls, we want to help you with your building problems. Let us place our architectural and estimating service at your disposal.

• Home Designs • Building Material • Interior Designs • Pittsburgh Paints • Remodeling Designs • Builders' Hardware.

SEE OUR NEW HOMES BEFORE YOU BUILD OR BUY

Truck Lane Phone 542

Scenic Rock Creek's Popularity as Summer And Winter Recreational Area Increasing

With passing of tolls from the Twin Falls-Jerome inter-county bridge, the world-renowned structure will make more accessible many a recreational area that in turn traces its rise to prominence to the word, "accessibility."

Nestling in the Rock Creek hills to the south of Twin Falls is a summer and winter playground which embodies the dreams of everyone who has longed for a day in the open. During the spring and summer, its green hills provide an ideal setting for a day or weekend outing; while, during the winter and early spring, its snow-clad slopes beckon the winter sports enthusiast.

These and other recreational opportunities of that section have expanded in majestic altitude for recreation when the mouse touch of water surrounded it with communities, the passing years have few enjoying its advantages. First to enter were hunters, fishermen, forest rangers, stockmen and a few of the more hardy skiers who trickled into the area.

Then came a narrow road through the Shoshone basin. Recognizing its possibilities as a place for picnics, many began to enter on weekends and holidays, but when the hand of winter turned heavily upon the road, the section again became inaccessible.

All-Year Playground
When last summer and fall it was constructed over the 2 1/2 miles from Crockett ranch to the heart of the little area. It became a summer playground, with picnic grounds and the shouts of kids supplanted what had been the silence of the country. Despite leeches of the road, which made travel difficult at points, every week-end of last winter found many skiers of the Magic Valley entering the virgin territory to engage in the sport. Climaxing the season was a meet sponsored by the Twin Falls Ski club on this mountain.

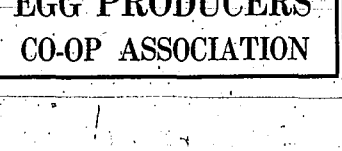
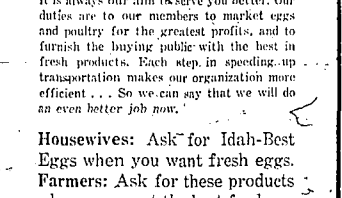
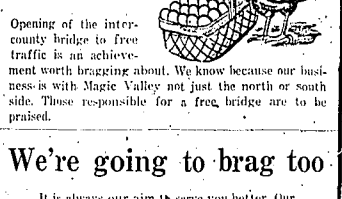
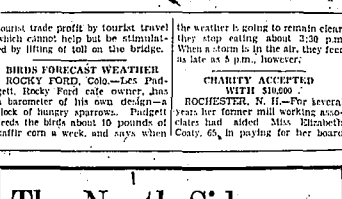
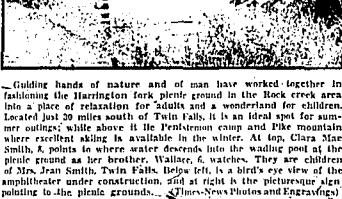
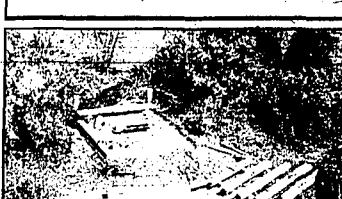
Constructed as a United States forest service project, the road was made possible by the labor of the Rock Creek camp near Hansen. Although transfer of this camp during the summer appeared imminent earlier, indications now are that it will be maintained throughout the summer when the most valuable road work can be accomplished. Vastly improved road conditions and a better winter ski slope will be the result.

After a 30-mile drive from Twin Falls along highway U. S. 20 to the timbered and Hansen, where the turn south is made, the party begins to spend a day or weekend at the open will arrive at the first attraction—Harrington Fork picnic grounds near the Harrington fork of Rock creek.

Ideal Picnic Spot
Aided by natural topography of the country at that point, which provides a natural open area surrounded by towering cliffs, recreational pleasures supervising CCC employees have built a picnic ground as an ideal picnic spot for both children and adults.

An excellent service station points the way from the main-traveled road to the picnic grounds. Comfortable sheltering trees are located tables and benches, fresh water, cooking facilities, waste disposal containers and other conveniences, besides swings, "treer" boards, wading pool, nesting against a granite rock formation and a place where children may play in the sand. Many of these devices are drawn from rough lumber to capture the outdoor spirit. Living between two such picnic grounds is a natural diamond.

Because of constantly increasing interest in this park, engineers have included construction of an amphitheater-in-development-plans, and the addition is now reaching completion. A concrete platform has been built as the foundation for a speakers or music club and fronted by this on encompassing sides of the facility are tiers of seats to accommodate a good-sized audience. This feature was included particularly for outdoor meetings of organizations. Such a device is a good program at the amphitheater or large picnics in the grounds may make recreation use of these facilities by engineer C. E. Ross, Minidoka district forest ranger at Twin Falls.



As a summer evening on Sunday drive, the Rock creek road offers countless attractions. Besides nature's beauties, the road is a playground of steep and shadowy slopes, the road is paralleled by a mountain stream in which the splashing beaver add reality to the almost unbelievable evidence of their presence in the rocky banks. The stream finds an abundance of fish, although trout is the most plentiful since the area is game preserve, occasional fleeing glimpses of deer in the high country locate a primitive touch.

Whether you are a permanent resident of the Twin Falls territory or a visitor, put the Rock creek recreational area on your list of places to visit, both summer and winter. Once you have visited there, you will find that return trips cannot be too frequent.

It has been said by those who have made close studies of the link of tourist travel that the tourist dollar is the most "accelerated" dollar in existence. Not only does it reach most of our points of distribution, such as tourist travel, service stations, but it continues to roll in hundreds for removal from the perogations of tourists.

Because of this fact and because of the fact that the tourist dollar is the most "accelerated" dollar in existence, it is not surprising that the tourist dollar is the most "accelerated" dollar in existence. It is not surprising that the tourist dollar is the most "accelerated" dollar in existence.

Extent of tourist travel in southern Idaho during 1929 is indicated by a survey by a reliable service which showed that 1,672,160 tourists visited Idaho during that year. Of this total, southern Idaho's share could roughly be placed at about 500,000. Expenditures by tourists in the state during 1929 are set at \$25,366,121.

As an arbitrary figure, 1 per cent might be designated as the increase in tourist travel through the section as a result of removal of tolls. This would mean the number of tourists by about 6,500. Here it becomes important to examine the amount spent by Mr. and Mrs. Average Tourist.

It is generally conceded by the U. S. travel bureau and other organizations of that type that the average American tourist has two important limitations placed upon his vacation trip. The first is money—he has only \$100 per individual to spend on his vacation trip. He travels with his family, which includes a group averaging three and one-half persons, so in that two weeks it is necessary for him to cover his planned vacation itinerary. There are many touring families that do not spend this much, but there are many that spend much more. So, conservatively speaking, \$100 per person for a two weeks' vacation is approximately correct.

On this basis the arbitrary figure of 1 per cent increase in tourist travel caused by the free bridge would mean \$600,000 more for those who benefit from tourist travel.

Many Share in Income
These figures do not include in the cash register of a few is indicated by a breakdown of the tourist dollar. Spent for accommodations is 5 per cent, recreation claims 22 per cent, food 10 per cent, refreshments 5 per cent, transportation 50 per cent.

NO SICK DAY IN 25 YEARS
CANTON, O.—Arnold (Perc) Mauer, city electrician, says when anyone mentions his name, Mauer doesn't understand why anyone needs it. He hasn't missed a single day of work in 25 years he's been the city electrician.

RABBIT JOINS BATTALION
SYDNEY, Australia—Rudolph, a white angora rabbit, who drinks beer and eats anything, is the latest recruit to the A. I. F. He is the mascot of a battalion. He has been inoculated against typhoid and vaccinated against smallpox. Rudolph has been issued a uniform, a red velvet coat.

IDAHO'S OWN WHITE SATIN SUGAR

Has Always Been a No-Toll Bridge To Sweetening Perfection

Buy pure, sparkling-white, fine-granulated, quick-dissolving "White Satin" Sugar! Here is sugar that has always been the quickest and best way to sweetening perfection, and you have never had to pay a premium (or "toll") for using it! Housewives find this home-produced sugar perfect for canning, preserving, jellies, jams, cakes, sauces, pastry, candy, and for every sweetening or cooking purpose.

Congratulations on the removal of the toll charge. Twin Falls and Jerome citizens can now enjoy more frequent visits.

Ask Your Grocer for **WHITE SATIN SUGAR**

Of all the state tax revenue collected during 1929, gasoline taxes and motor vehicle license fees accounted for 30.4 per cent.

GAIN IN TOURIST TRADE FORECAST

It has been said by those who have made close studies of the link of tourist travel that the tourist dollar is the most "accelerated" dollar in existence. Not only does it reach most of our points of distribution, such as tourist travel, service stations, but it continues to roll in hundreds for removal from the perogations of tourists.

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Guiding hands of nature and of man have worked together in fashioning the Harrington fork picnic ground in the Rock creek area into a place of relaxation for adults and a wonderland for children. Located just 20 miles south of Twin Falls, it is an ideal spot for summer outings; while above it the Pentstemon camp and Elk Mountain where excellent skiing is available in the winter. At top, Clara Mae Smith, K. points to where water descends into the wading pool at the picnic ground as her brother, Wallace, G. watches. They are children of Mrs. Jean Smith, Twin Falls, Idaho. (A bird's eye view of the amphitheater under construction, and at right is the picturesque dip-pointing to the picnic grounds.) (Times-News Photos and Engravings)

TOURIST TRADE PROFIT BY TOURIST TRAVEL
will cannot help but be astronomical. It is estimated that the toll charge on the bridge was \$100,000 per year. When a toll is in the air, they feel as late as 5 p. m., however.

CHARITY ACCEPTED WITH \$10,000
ROCHESTER, N. H.—For several years her former mill working associates had aided Miss Elizabeth Cooney, 65, in paying for her board and room. They also paid her funeral expenses when she died—and then her own side had \$10,000 in money and shares of a building loan association.

THE NORTH SIDE AND SOUTH SIDE ARE UNITED!
Opening of the inter-county bridge to free traffic is an achievement worth bragging about. We know because our business is with Magic Valley not just the north or south side. Those responsible for a free bridge are to be praised.

We're going to brag too
It is always our aim to serve you better. Our duties are to our members to market eggs and poultry for the greatest profits, and to furnish the buying public with the best in fresh products. Each step in speeding up transportation makes our organization more efficient. . . . So we can say that we will do an even better job now.

Housewives: Ask for Idaho-Best Eggs when you want fresh eggs.
Farmers: Ask for these products when you want the best feeds.

- Green Tag Starling Mash
- Yellow Tag Developing Mash
- Blue Tag Laying Mash
- Economy Laying Mash
- Idaho-Best Calf Meal
- Grain
- Concentrate
- Minerals

IDAHO EGG PRODUCERS CO-OP ASSOCIATION

CONGRATULATIONS TO THE TWIN FALLS CHAMBER OF COMMERCE
and the Officials of the State of Idaho for their untiring efforts in securing the removal of the tolls from the inter-county bridge.

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Ask Your Grocer for **WHITE SATIN SUGAR**

CITIZEN Since 1887!

America was built by men and women with a sound sense of the obligations of citizenship. . . . folks who maintained homes and churches, educated their families and assumed their full share of community and civic obligations. Our own pioneers in the Snake River Valley were people like these.

Companies and business institutions, too, are citizens of the community, and their interest in community welfare is much the same. Together, individuals and businesses have progressed to establish the things that are desirable in daily life.

It is the aim of the Idaho Power Company to be a good citizen in every community we serve, proud of the part low cost electric service has played since 1887 in promoting the welfare of this region.

IDAHO POWER
Electricity...Does So MUCH-Costs So LITTLE!

Wendell Official



R. B. BRADSHAW

Wendell mayor, president and mayor of that community. His son is president of the Chamber of Commerce.

WENDELL CENTER OF FINE FARMS

Located in Gooding county, Wendell has an estimated population of at least 200 persons. The community is located on the Union Pacific railroad and is 12 miles south of Gooding, the county seat. Tributary to the community are 60,000 acres of fine irrigated land. In the town are found up-to-date commercial establishments and various other business enterprises. A bank is located there as is a hotel. Six churches are located at Wendell, including the Methodist, Episcopal, Presbyterian, Baptist and Latter Day Saints.

Many fine homes are located in the area and an electric light and water system is maintained. A weekly newspaper, the Irrigationist, is published there. Stages run to Bluff, Twin Falls, Piler and Gooding daily.

Keneth, 18, resides on the north side here. "Just because we're Indians," Keneth declared, "people expect us to live out-of-doors. In fact, I speak the Indian language and do an Indian war dance every now and then. Camping is too much trouble, and although my parents speak Indian, I've never learned."

Keneth and his sister vacation annually with their relatives in houses and wear American clothes. Keneth, who bears the tribal name given to his grandfather, because of his height, is an outstanding local athlete.

Nome, Alaska, is situated farther west than are the Hawaiian Islands.

President



D. B. BRADSHAW

Yeastful president of the Wendell Chamber of Commerce. His father, R. B. Bradshaw, is mayor of that community.

ARCO SEES FREE SPAN AS BENEFIT

Area, gateway to Craters of the Moon, sees a mutually profitable flow of traffic on both sides of Snake river as result of the elimination of the rim-to-rim bridge toll.

What's more, Arco invites south-ers Idaho to follow the bridge celebration by participating in the annual opening of Craters of the Moon.

Civic Leader's View

That was the message sent to Magic Valley by way of the Times-New bridge and progress edition by Byron J. Sherman, president of the Arco, Civic club. Mr. Sherman's message said:

"There is no question but what the elimination of the toll on the rim-to-rim bridge will increase the traffic between Arco and Twin Falls. Besides being Civic club president for the fun of it, I operate a service station for the profit of it, and I have been in a position to observe the whims of traffic. A great many times people bound for Twin Falls, missed it rather than pay life toll."

Better Business

There is no question in my mind but what the same thing has occurred on your side of the river, and I am certain that you will all

enjoy better business here than the traffic belongs to the state. Unoubtedly there are a great number of people in your community who will visit us often now. We hope so, and we extend a hearty invitation for all of you to attend the opening of the Craters of the Moon on May 25. All details of the program have not been worked out yet, but we will send you that information in time for publication before May 20."

Ruling Exonerates Sleeping Motorist

SACRAMENTO, Calif.—Attorney General Earl Warren has ruled that the fact that an auto driver falls asleep and has an accident does not constitute a case of "reckless driving."

The wear of the traffic across the bridge is borne by the asphalt surface on the top of the bridge floor. Renewal of this asphalt every four or five years, at an approximate cost of \$2,000, is all that is required to keep the surface in good condition.

COST OF BRIDGE UPKEEP SMALL

Maintenance of the Twin Falls-Jerome bridge will not be a heavy burden on the state highway fund, according to Bruce C. Silbert of Seattle, president of the corporation which built the bridge nearly 20 years ago and operated it until it was taken over by the state. He said: "The steel structure can be maintained in perfect condition if painted every 20 years, with occasional spot painting. An inspection may require inspection may require."

the bridge is borne by the asphalt surface on the top of the bridge floor. Renewal of this asphalt every four or five years, at an approximate cost of \$2,000, is all that is required to keep the surface in good condition.

We're Happy, Too!

We salute those who gave us the free bridge. All of south Idaho will be cheering Tuesday when the first car crosses the bridge—toll-free!

FRIEDMAN BAG CO.

Phone 433 Twin Falls

Camping too Much Trouble, Says Indian

PITTSBURGH — Keneth, 18, full-blooded descendant of the Seneca and Cayuga tribes, never saw a peace pipe, wouldn't camp out because "it's too much trouble" and admits he saw his first Indian ceremonial dance a few weeks ago.

Keneth, with his sister, Gar-

"BE APPRECIATIVE"

To all those who made it possible, to have the toll removed from the Twin Falls-Jerome bridge.

Also be appreciative, to have the fine high grade stock of ladies-and-children's wearing apparel to choose from and that you will find in this store. Shop here for better things.

Always the new things first.

Bertha Campbell's Store

131 Main East

Use the Toll-Free Bridge

Now that the bridge is free—enjoy the travel possibilities offered by a shorter Jerome-Twin Falls route.

See us for boats and boat motors to make your summer trips more fun. Our Trailer Houses need no advertising. They speak for themselves. Come and see them. They are sold on terms.

Gem Trailer Co.

MANUFACTURERS

Gem Trailer Bldg. Twin Falls

For the

ADVANCEMENT

of our

MAGIC VALLEY

For the advancement of all the communities of Magic Valley . . . for the advancement of a feeling of unity in Magic Valley . . . for the additional revenue which will accrue to our communities . . . for these things Magic Valley can be thankful in removing the toll from the inter-county bridge!

Unexcelled in

PROGRESS

Is Our United Magic Valley

and unexcelled in

QUALITY

Are Our

EX-CEL MEATS

... we take this opportunity to evidence our gratification in the state acquisition of the Inter-County Bridge to the end that Highway "93" will be a travel-free connection between two great empires—a united Magic Valley! For celebration feasts we suggest EX-CEL MEATS—the finest, grandest meats you can buy!

Produced and Packed By

IDAHO PACKING CO.

TWIN FALLS, IDAHO

Our Offices For

Your Convenience In

Twin Falls, Jerome, Gooding, Shoshone, Wendell, Halley and Ketchum

Troy-National

LAUNDERERS AND DRY CLEANERS

Over the Hills

(with a real motoring economy in every mile)

on a Toll Free "93"

with America's most popular car

FORD

for 1940

Now... set your course for Jerome—just a few minutes away on a toll-free drive! Sun Valley! Just an hour and a half away via the now free bridge! Say! There's a combination hard to beat—a travel-free "93" leading to all the scenic, recreational spots of Magic Valley and the 1940 FORD! Smoothly, swiftly the miles will roll away under flowing power of your V-8 engine. Every mile is a pleasant mile in your 1940 FORD because it's been engineered to motoring perfection. Roomy? You bet—take the whole family along! Economical? Certainly! Travel to Sun Valley for little more than the toll used to be. Anyway you figure, the 1940 FORD can give you more motoring smiles on your trips in Magic Valley than any other car. It's the car America is buying and the car that's the favorite in Magic Valley. Make your plans how to travel in Magic Valley with the perfect performance of a 1940 FORD. And of course, in any instance, you'll find that it will pay to let us service your car in our modern shop.

OUR SINCERE CONGRATULATIONS to those who by their efforts have brought about this new unity in Magic Valley. There can be no other outcome than a greater prosperity for EVERY community in this great empire! We join with north and south side residents in our appreciation.

UNION MOTOR

Ford, Mercury, Lincoln-Zephyr

INTER-COUNTY BRIDGE'S LIVE LOAD CAPACITY 910 TONS

98,750 Individual Pieces Of Steel Form Structure 502 Feet Above Stream

Huge Span Capable of Supporting 700 Passenger Cars, According to Chief Engineer's Figures

Total live load capacity of the Twin Falls-Jerome inter-county bridge, which was completed in the fall of 1927, is 910 tons, according to figures quoted by R. M. Murray, chief engineer of the Union Bridge company, at the time the span was dedicated.

If loaded heavily with trucks, the structure would safely carry ninety-one 10-ton trucks or approximately 700 passenger automobiles passing an average load.

The Twin Falls-Jerome cantilever bridge, spanning the Snake river canyon 150 feet in length and 11 miles north of Twin Falls and 11 miles southeast of Jerome, was the latest bridge in the world at over 476 feet above the ordinary stage of the river and 502 feet above the bed of the stream.

1400 Feet Long The 1400-foot-long concrete spans are 700 feet in length and the length from center to center of the supporting towers is 490 feet. Tower spans and anchor arms are 100 feet.

Because of the towering canyon walls and the magnitude of load-carrying capacity of the bridge, it was difficult to grasp the size and proportions of the work.

In comparison, the length of the bridge is almost equivalent to four ordinary city blocks and its height is almost equivalent to four ordinary city blocks.

It is 27 feet from the floor down to the lower tower base and more than 100 feet from this base down to the upper tower level.

The "significant" appearing steel pieces needed on top of concrete piles are nearly 25,000 pounds—more than 5500 pounds each.

The heaviest single piece of steel weighed nearly 25,000 pounds—more than 5500 pounds each.

There are 25,000 tons of steel in the structure.

If this steel were forged into a solid square bar 1400 feet long, reaching from rim to rim of the canyon, it would measure 25 inches square.

85750 Pieces of Steel There are 85,750 individual pieces or parts of steel in the structure above foundations, not counting the rivets, bolts, nuts and washers together.

At the shop where members were fabricated, many of these pieces were formed and riveted up to compose a member. In the field, members were placed and fastened together to form the complete structure.

It required 75,000 rivets to be driven in the field to connect the members into a finished structure.

Effects of temperature variations and the deformations of the steel itself under stress were taken into consideration in the design.

Length Varies 10 Inches The steel structure will change 10 inches in length during the winter or contract; due to 100 degree Fahrenheit variation in temperature.

There are 4500 tons of concrete in the lower pier, anchorages and abutments, reinforced by 60,000 pounds of steel bars.

If placed end to end, the reinforcing bars would extend a distance of more than four and one-half miles.

In construction, it was a notable achievement because one fatality, serious personal injury or material accident occurred.

Other factors of the bridge is that the roadway is 27 feet wide, 250,000 feet of lumber was used in the span, and 1,200 gallons of paint were required to cover it.

John Schick, of California.

LINCOLN LITTE/PRIZED BUILDING, Men... Mrs. F. W. Youles, building owner, letter which Abraham Lincoln wrote to his great-grandfather, Maj. Mordecai Meigs, 60 years ago this morning. The Great Emancipator thanked Maj. Meigs, clerk of the Sangamon county court in Illinois, for his contributions upon Lincoln's nomination for the presidency.

The moon's orbit around the earth is growing longer.

Sincere Thanks From the Oldest Reccapping Shop in the State!

Let Us Recap Your Worn Tires If they will pass inspection

We True Up Your Tire and FUSE RUBBER to RUBBER GET Non-Skid Safety New Tire Mileage

No tire too large or too small to repair. All work guaranteed. RECAPPED TIRES 135 Second Ave. S. Twin Falls

U. S. TESTS NEW FARMING IDEA

SCIENTIFIC, La.—United States is experimenting here with an idea which, most tenants seem to favor, is a new improved share-cropping, that carries out southern agriculture.

The project, called "semi-cooperation" by its sponsors, the Farm Security Administration, is a combination of collective effort and individualism. The farmer, test cases come from the land worked cooperatively and from separate farms, individually. The plan is to try it in 1930.

The community where the experiment is being made is the "Farm Security Administration" (Good Earth) Association, Inc., which is in the parish country in which it is located.

The land, 5200 acres, comprises four large plantations taken in 1926 by the Federal Land Bank and purchased by the government. The association holds a 99-year lease and borrowed \$145,000 from the government to erect buildings, purchase equipment, and so on.

Realistic, most of whom were share-croppers or tenants, were farmers from a few applicants. They work on the cooperative tract, at wages prevailing in the area, which gives them our source of income. A second source is the profit distributed according to amount of work done, after costs of operation and payments of the loan are deducted from receipts.

In addition, each family has a six-acre tract for its own home. On two acres is the home-farm tract, the remaining four acres are farmed by the family any way it sees fit, the profit is retained by the family.

Theoretically a good farmer will save his living expenses on the six acres, and will clear the cash received in wages and dividends.

STING SAYER GOING STRONG DAYTON, O.—William J. Blair, a "sting sayer," has saved 8 1/2 miles of string in four days. Being a mile of string in four days, he is making a record which he hopes will be completed by the end of the season to be 7 by 7 feet in size.

Bridge Construction Superintendent



L. G. (Pats) Murray, superintendent of 20th structure, was a popular Twin Falls resident during the months the bridge was being built. He was the only casualty on the job, stepping on a loose bolt on a few days before the span was completed and taking part in the dedication on October 25.

private parties operating toll roads, ferries and bridges. As this condition existed when Idaho territory was formed, it would appear that some toll franchises must have been granted during the time Idaho was a part of Oregon or Washington.

Approval of toll franchises in Idaho was vested in the board of county commissioners, subject to legislative approval.

Authorized Toll Roads The first territorial legislation in addition to passing common bill No. 7, defining public highways and setting up authority and procedure for the development of public highways, contradicted their purpose by authorizing a franchise for toll roads and bridges. They also passed incorporation acts for towns.

An act was also passed dividing the territories into counties and among the county officers a county surveyor was included. The county surveyor, therefore, can be taken as the first technical officer whose duties are related at least in part to the location, construction, and maintenance of roads outside of military reservations.

Following the passage of council bill No. 7, the first territorial legislature thereas but little effect made by the territory or the counties.

Continued to serve and to be extended.

Early in 1861 the end of transportation by pack animal, 300 miles from the "Columbia River" to Boise is recorded as 25 cents per pound.

Late in 1864 wagon roads were completed into the Idaho-Sioux mining camp, but pack trails had to carry the freight in winter and spring for several years.

First Mail Contract The first mail contract, between the U. S. Post Office and the Twin Falls, Idaho, was made in 1864.

The roads at this time are recorded by Taylor as being in fairly good condition. They were still very high at bridges and ferries and would take half the earnings of a pack animal to pay his tolls. This discouraged small outfits.

When the legislature turned power and passed "an act for the better government of the land," and penalized abandonment, many penalties, and names of character on Sunday, under penalty of \$30 to \$500 fine.

One can readily visualize the discomfort, risks and time involved in this early use of primitive roads. The pony express, also, cumbersome freight wagons, and trailers and wildered ranching parties lined out ahead of rocking, jouncing stages, the horses kept on the trail by black-and-white and squealing leather-limbed brakers. One can visualize the anxious, winding, rocky stream way, the desert heat and cold, the reckless ascents and descents, the stage stations and the primitive bridges and ferries, the dose of toll for passage, and the time about necessary, over all.

Under these conditions the members of the first territorial legislature traveled to Lewiston from all

Idaho Roads, Bridges Bill Passed in 1864

Early appreciation of the need of highway transportation in Idaho is indicated by the fact that the seventh bill presented to the council (senate) of the first session of the Idaho territorial legislature concerned construction of roads and trails. This bill was passed on January 20, 1864, when the legislature met at the old territorial capital building at Lewiston, according to a historical review of Idaho highway progress prepared by J. A. Chamberlain for the department of public works. His account continues:

The bill provided for 18 sections, to be known as "public highways," authorized the subdivision of counties into road districts and provided for the election of county road supervisors and indicated their duties and powers. Among the commissioner's powers was that of "to let himself to any right-of-way or travel along the road routes, for which the commissioners may allow damages if there be any." On the other hand, it was provided that the commissioners should execute damages they, in turn, would be liable to the county for damages.

Also, a poll tax was provided, and this for projects over \$500. Penalties for non-compliance were provided; the obligation of roads was penalized.

Taxes Imposed That at least a majority of the legislators were from the treeless lands of the south, he indicated by section 12 of the act: "If any person shall willfully destroy or injure any horse or conveyance or remove or cause to be removed any timber or

SUPER-HIGHWAY PERMITS SPEED

HARRISBURG, Pa. — Pennsylvania's mountain-piercing first link of a proposed coast-to-coast highway that will have no stop lights or intersections is nearing completion.

It is a \$70,000,000 toll turnpike running 100 miles from Harrisburg across the Allegheny mountains to Pittsburgh. It is scheduled to be opened July 4.

After that, according to a plan laid before federal officials, another link would be built, from Harrisburg to Philadelphia, to hook up with a proposed New England-to-Florida speed route. Other sections would join into a self-insulating turnpike system across Ohio, Indiana and Illinois to St. Louis.

The idea is to provide fast, safe travel in peacetime, and a clear route for troops and supplies in time of war.

The Pennsylvania turnpike commission set up to build and operate the route until it is paid for by tolls, has amid safety engineering

will eliminate 90 per cent of the causes of accidents, without sacrifice of speed. Even though the tunnels stretch 50 to 60 miles an hour may be permitted. Elsewhere there will be no limit—but officers in turnpike commission cars will be ready to warn motorists driving recklessly.

Traffic will enter through ten toll houses, located off the highway itself. Once a car is on the main thoroughfare, there will be no need for slowing down until the end of the road. There are no sharp curves, no hills and no road intersections.

Even clover-leaf intersections will have no intermediate traffic, to and out of the main stream in such fashion as to avoid collisions.

You BET We Want A FREE BRIDGE

As one of Magic Valley's pioneer real estate firms we watched the building of the inter-county bridge. In the years that followed we became aware of the barrier that this toll bridge built up between the north and the south side. We are glad that now this barrier is to be removed making it possible for two of Idaho's richest communities to be united for further progress.

F. C. GRAVES and SON Real Estate - Loans - Insurance 402 Main N. Twin Falls

Congratulations to our Chamber of Commerce and our state officials who have persevered so long in their efforts to attain a goal of long standing—a toll-free bridge on "Highway 20". It's here and we join with thousands in giving heartfelt thanks!

Magic Valley's largest livestock sales weekly at HOLLENBECK SALES YARD Maxwell Avenue, Twin Falls Right here, farmers, is where the biggest movement takes place in livestock sales. Right here in Magic Valley's most active stock auction! Buyers always here, for any amount of any kind. Auction and general sales not limited to livestock either; you'll find plenty of used and general merchandise offered here at every sale. Plenty of auctioneers—more than one ring—and every one busy! Plan now to bring your stock or merchandise in for our regular Saturday sale. Sales held every SATURDAY Consign your stock and merchandise at any time before the sale. Get your best prices right here at this well known sales ground!

Well Done... is our word to those who gave us a free bridge. It's progress! Have You Investigated the progress made in modern hearing aids? You HEAR BETTER with SONOTONE! Come in for free audiometer test of your hearing. D. W. SPARKS 303 Fourth Avenue North Twin Falls

A Complete BUILDERS' SERVICE to match the progressive growth of our own Magic Valley community Twin Falls—an empire in its own right—has enjoyed one of the most progressive periods when homes and business buildings have contributed definitely to the fine appearance of our city. We have had a part in this progressiveness—Tri State materials have been used in many of these new structures. We know Twin Falls, as the Magic City, is going to continue to grow—and we feel sure that because we have given satisfaction in the past, that Tri-State materials will continue to be used in future building activities. TRI-STATE Lumber Co. TWIN FALLS, IDAHO

Free Bridge Meets Modern Need, Says Commission Member

Increased tempo of modern living, coupled with other basic reasons, is a contributing factor in removal of toll from the Twin Falls-Jerome intercounty bridge, according to A. E. Bliss, staff member of the present bridge commission and a member of the board of Twin Falls county commissioners when the franchise for construction of the span was granted.

Bliss, who is also a member of the board of supervisors, said that the removal of the toll will benefit from removal of the toll and that it means an increase in the tax base of the Twin Falls-Jerome area.

When the toll was removed, the Twin Falls-Jerome county commission, which is now the bridge commission, will have a franchise for construction of the span was granted.

"When the toll was removed, the Twin Falls-Jerome county commission, which is now the bridge commission, will have a franchise for construction of the span was granted."

Condition Different Although that was not the case years ago the franchise was granted Dec. 31, 1923 and the bridge was completed in 1927, existing conditions are different from those which obtain in this modern era.

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MUSEUM OFFERS PIONEER RELICS

The late Mr. John ... museum offers pioneer relics.

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and the late in man received all of his property. Among duties pro- vided for in the will were to pay to the trustees the sum of \$1000 to be used for the purchase of a house in Idaho for the residence of the trustees.

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Travel a Toll-Free Bridge and Take Advantage of These Special Bargains in the Rite-Way Stores

NATIONAL HARDWARE Open House VALUES THIS WEEK ONLY

SHOVEL, STEEL BOW RAKE, GARDEN HOE. Socket shank, one-piece cast steel blade and sockets. Polished finish, equipped with ABW shock hard. Ea. \$1.29. Sturdy construction 79c. Extra cast steel, polished blade, socket shank, 4 1/2 ft. selected polished handle 79c.

CHECK THE RITE-WAY FOR VALUES AND VARIETY. STEP LADDERS, IRONING BOARD, LAWN HOSE. Bucket shelf, Made of clear lumber. Non-breakable steel hinges. Each step bolted center brace. 4 ft. 99c - 5 ft. \$1.19 - 6 ft. \$1.39. 12" x 48" - 132" Folding and unfolding. Locks, screw open. Substantial rigid top. 25 ft. \$1.29. Heavy, pliable rubber with reinforced wall 1/4" top of cord. Cover will not stretch or slip. Inside diameter.

LAWN SPRINKLER, CLOTHES BASKET, TWIN SPRINKLER. Use Cast. Throws Uniform Spray 9c. Folds up when not in use \$1.29. Gives a fine rain like spray 19c.

ANGEL CAKE PAN, BAKING PAN, SAUCE PAN SET. 8 1/2" Aluminum 10" in diameter 79c. Solid Aluminum 14 1/2" x 10" x 2" 79c. 1 1/2" - 2 Qt. 99c.

HAMMER, COASTER WAGON, PLANE. Well-balanced Carpenter's size 49c. "Nicholson" FILE VALUE Two best quality general purpose files, both for 40c. Five-In-One COMBINATION PAN Many purpose utensil - Double Boiler - Co. covered Pan - Casserole - Boiling or Sauce Pan. 99c. Made from heavy copper bearing galvanized steel. Heavily reinforced. \$1.59 Each. Adjustable Tool Steel Cutler. \$1.49 First Quality DISSTON CARPENTERS SAW A \$3.00 Value \$2.29.

HOUSEHOLD OIL, Twisted Wire CLOTHES LINE, Remington PARING KNIFE. Generous size Can 9c. 50 Feet 19c. A good value 9c.

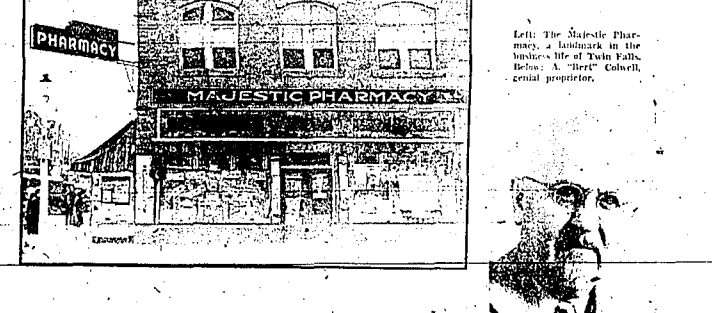
STRAP HINGES, SCRUB BRUSH, MOP HANDLE. 6" 23c Pr. 8" 39c Pr. Tee HINGES 6" 29c Pr. 8" 43c Pr. We have four different brushes which usually sell for fifteen cents. Special 9c. Regular 20c Household Mop handle. Each 9c.

DRIPLESS SERVER, MIST MAKER, ONION CHOPPER. For syrup, honey, cream, etc. 25c. Clothes Sprayer 25c. Keeps onion fumes out of pretty eyes 25c.

TEA KETTLE, DUSTING MOP, BUTCHER KNIFE. Solid Copper with beautiful chromium finish. Special \$1.59. Exceptional value. Large size polish or dusting mop - complete with handle. Special 69c. 6" or 7" Remington butcher knife. Each 19c.

Six Cup MUFFIN TIN, FURNITURE POLISH, UNION ROLLER SKATES. New super bake tin 9c. For woodwork, furniture, etc. 10c. Regular \$2.00 \$1.69.

Pyrex CUSTARD CUPS, Genuine Pyrex PIE PLATES, Pyrex CUSTARD CUP SET. In the new thin rimless design 39c Set of Six. 9 in. 25c. Six Custard Cups in handy wire rack 59c.



TWIN FALLS PIONEER DRUG STORE

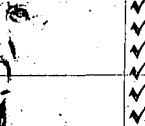
31 years in Twin Falls—23 years in the same location!

Twenty-three years in the same location! Evidence of a constant effort to serve our customers well! And 21 years in Twin Falls—in business even before the sidewalks were completed, we've seen Twin Falls rise from a desert waste and we've watched Magic Valley grow to one of the world's finest irrigated empires. No wonder we're enthusiastic over the latest progressive step—the removal of the tolls from the intercounty bridge.

Drugs — Sundries — Prescriptions — Kodaks Stationery — Pens — Pencils — Films — Lunch Counter — Fountain — Cosmetics. TWIN FALLS COBBOYS. Bert Colwell, Proprietor. PERRINE HOTEL CORNER.

Let the Maelsle Pharmacy, a landmark in the business life of Twin Falls.

A. H. COLWELL



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JUST THINK A few moments spent in shopping at the Rite-Way may save you many dollars. REED'S RITE-WAY STORES "HOME OF SPEED QUEEN WASHERS" Twin Falls — Burley — Rupert — Gooding

SHOSHONE DATES FROM R.R. ARRIVAL

Shoshone was born with the coming of the main line of the Union Pacific railroad—back in 1882. At that time it was designated as Napier, but the name was later changed to Shoshone.

City Leader



FRANK JAMES

Slayer of Gooding and a hard working booster for the north side community.

PROGRESS HOLDS EYES AT GOODING

Progress is being watched and noticed in Gooding, Idaho, that of the north side community.

Steady Gals

And Gooding leaders, in line with that theme, pointed today to steady progress in business and production.

Business Hiked

The business district of Gooding is equipped to meet all needs of customers from over the trading area.

Farm Area Center

Gooding is the center of 60,000 acres of irrigated farms which are watered from two reservoirs.

Lions Club

The Lions Club of Gooding has a membership which includes every business man in the city.

Water Supply

Pumped from Little Wood river into settling basin where treated and then pumped into standpipes.

Highways

Highways Number 93 (Federal) and Number 24 (state) run through the city.

Hotels

Hotels: First Security Bank of Idaho, Shoshone branch; Lincoln County National Bank.

Churches

Churches: Presbyterian, Methodist, Baptist, Catholic and Latter Day Saints.

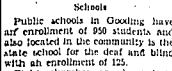
Rotary Club

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Library

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Heads C. of C.



HERB GRUND

Energetic business man and president of the extremely active Gooding Chamber of Commerce.

Tests: Determine Driver's Condition

SALT LAKE City. A group of tests upon which depends the security of drivers can be demonstrated.

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BIRD POPULATION HEAVY IN STATE



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THANKS

Covey's express sincere thanks and congratulations to those who gave us the new bridge.

COVEY GAS & OIL CO. OF IDAHO

Look for the Red Rover!

A PIONEER Idaho Firm congratulates

The State of Idaho on the purchase of the Inter-County Bridge

As long as the "high" bridge remained a toll bridge it presented a definite handicap to the progress of Magic Valley.

ALEXANDER'S

Twin Falls "Friendly" Store

WELCOME! Now OUR Magic Valley is United

With the fitting of the better toll Tuesday, we are particularly happy to express a pledge of friendship and service to you of the North rim.

THE SWEETBRIAR SHOP

111 Main Ave. W. Twin Falls

thanks

May we extend our thanks and gratitude to the officials of the State of Idaho and all others who aided in securing the

FREE BRIDGE

Twin Falls MATTRESS COMPANY

Jerome

Congratulations on uniting OUR SOUTH IDAHO

"Women Stylists" The Vogue

Twin Falls Jerome

INDEPENDENT MEAT CO.

"The Home of Falls Brand Meats" extends CONGRATULATIONS

to our Members of Commerce, our private citizens and our state officials who have brought a new opportunity for progress to Magic Valley with a

'TOLL-FREE' BRIDGE

We know it will bring a new unity to our great empire and we take this opportunity to send.

GREETINGS to our NORTHSIDE NEIGHBORS

INDEPENDENT MEAT CO. Twin Falls

That includes. They are, and flourish and multiplied. Many farming operations are now thickly populated with the bird.

Protected all but a month out of the year in most counties, pheasants have hundreds of hunters and does into the field each fall. A good bird day is valuable in the present hunt.

The pheasant is a game bird by more than one name. The woodcock and quail are also popular in Idaho. The quail is a game bird and is being hunted with much interest.

These birds are being hunted with much interest. The pheasant is a game bird and is being hunted with much interest.

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Secretary



HOSS H. HADDOCK

Planner Shoshone attorney and secretary-treasurer of the Chamber of Commerce in that community.

Business Hiked

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Farm Area Center

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Lions Club

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Added Power

As a part of recent power development, lines have been extended into the country of District and North Shoshone tracts.

Shoshone

The Shoshone system in Idaho is valued at \$1,575,000 and includes two modern buildings.

High School

The high school is located on the south side of the Little Wood river.

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Sun Valley Stages

Sends complimentary tickets for the removal of the toll, and its completion, to the Sun Valley Stages.

SCWINN, Owner

Magel Automobile Co. AND ALL GOODYEAR DEALERS

Magel

Penney's Celebrates With VALUES!

State Purchase REMOVES TOLLS on Inter-County Bridge!

Tuesday is the BIG day! It's the start of a new Economical era for all travellers across the Snake river! And Penney's shows its enthusiasm with a day of unparalleled savings! READ THIS AD—see what we mean by "super values!" These items are just a few of the store-wide savings waiting for YOU and our neighbors north of the river!

CELEBRATION VALUES Purchased Specially for This Event!



**250
Brand New
Dresses**

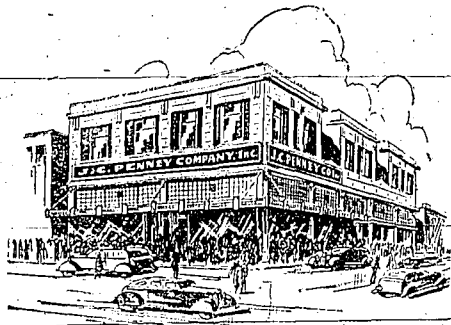
Go on Sale
100 for Only
\$1.33

150 for Only
\$1.98

It's a rush when the doors open! You'll want to get in! This is the only time this selection of the finest quality of the fashionable low priced dresses will be available!

PENNEY'S SCORE AGAIN!
YOU SAVE!

THE J. C. PENNEY CO. CONGRATULATES THE OFFICIALS WHO HAVE UNITED SOUTHERN IDAHO



Above is your Twin Falls J. C. Penney Store where merchandising history has been made by a never-ending series of progressive steps which have been dictated to us by you, our customers.

The Opening of the Bridge Benefits All!

The J. C. Penney Co. of Twin Falls believes that the lifting of tolls on the Twin Falls-Jerome bridge will benefit the entire state of Idaho. It will undoubtedly encourage a greater stream of traffic on highway 93; it will more closely unite the North and South Empires of the Snake river valley; it will stimulate an interchange of business relationships throughout.

CELEBRATION VALUES

Sensational Purchases!

CURTAINS FOR EVERY NEED!

- 180 PRISCILLA CURTAINS Giant, 57c **98c**
- 78 CROSS CROSS CURTAINS Beautiful new style \$1.98
- 147 PRISCILLA CURTAINS Full size, large selection 59c
- 100 RAYON PANELS Unusual value 79c
- 87 RAYON PANELS Really smart curtains 98c

Just Unpacked! NEW DRAPERY Crash and Homespun

- 280 Yards to sell for 29c
- 340 Yards to sell for 59c
- 170 Yards to sell for 79c

Beautiful Rayon Drapery

- 250 Yards to sell for 49c
- 180 Yards to sell for 59c
- 200 Yards to sell for 98c
- New Hammered Satin, yard \$1.19
- 180 Yards to sell for 29c
- 120 Yards to sell for 33c
- 260 Yards to sell for 49c



Values That'll Be Town Talk!

SPECIAL:
Work Socks
The ideal foot sock. Pair **5c**

SAVE:
Work Socks
Plain colors, cotton. Pair **10c**

MEN'S UNIONS
Summer weight, short sleeve, long leg. **44c**

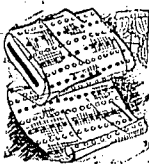
MEN'S Ox Hide Overalls
Reinforced! Pair **79c**

WORK Straw Hats
25c

Jean Shirts
Herringbone weave, for wear and good appearance **79c**

SAVE:
Work Shirts
A super value, so stock up! **39c**

Work Gloves
A special at this low price. TWO PAIR **15c**



A Value Assortment!
Marquissettes and Nets
5c yd.

Stock Up!
Arthur
Cretonne
10c yd.

In Many Colors! Patterns—and Priced Amazingly low!

WITH SPECIAL FEATURE HIGH LIGHT

7 Way LAMP \$5.00

No excuse for eye strain when—for so little—you can own this lamp with controlled lighting.

It will give light plus (through plastic lens in box)

Just One Grand Saving After Another! Don't Miss A Single One Of Them!

Penney's White Goods Best By Test

New Shipment Cannon TOWELS

- 200 for 10c
- 100 for 15c
- 50 for 25c

They'll mix these super values! These heavier and more absorbent than ever!

Fast Color Hometown PRINTS

15c

Here's news for women who seek! The quality of this fine print has been greatly improved at no additional cost! All new designs.

FAMOUS FROM COAST TO COAST

Nation Wide SHEETS

- 81-89 Only **79c**
- 72-108 Only **84c**

Smooth, firmly woven of sturdy cotton! They'll stand up under lots of roomy hard wear!

CELEBRATION VALUES

MEN LOOK!
Fishing BOOTS
Ankle fit. Light weight. Only **\$4.98**

SPECIAL!
Work Shoes
Leather sole, rubber heel! **\$1.98**

MEN'S AND BOYS' Work Oxfords
Moccasin toe. Just the thing for hard wear! Only **\$1.98**

Rubber Boots
Special for Irrigation! Save! **\$1.98**

OIL CANNED!
Logger Boots
Double sole, arch support **\$5.90**

ANKLE FITTING BOOT
Unusually comfortable **\$2.98**

MEN'S Work Jumpers
Short sleeve summer! **\$1.29**

FRONT PAGE BARGAINS



Girls' White!
T-Strap Pumps
\$1.98

Dainty white leather pumps with airy patterns and perforations that young girls love for summer time.

Especially designed to fit the young lady of 10 to 12 with a long foot.

Leather soles and rubber tap heels. Sizes 1 to 5. Narrow widths.

More For Your Money at Penney's

SHOES
For all your family

Values That Will Make You STOP LOOK BUY!



Newest Thing Afoot!
Wedge-Heel
Summer Sandals
\$2.49

The newest revolutionary change in shoe design... and smart as a whip!

Streak horizontal stripes decoratively contrast the white wedge heels.



Saddle Oxfords
In Smart Brown and White
\$1.98

One of our most popular styles in this famous line of summer footwear.

Sturdy, all leather, saddle-down construction that gives longer and harder wear.

White glove leather with brown saddle and back.



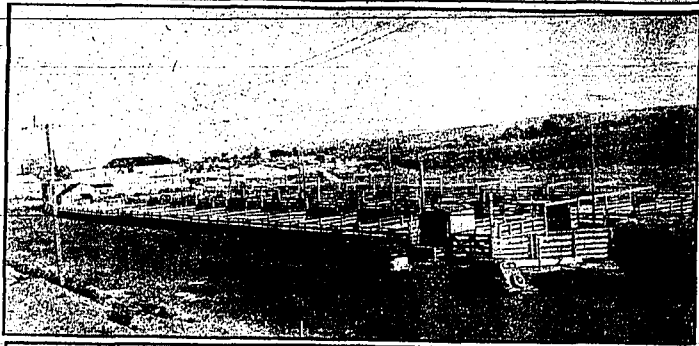
Ideal Gift for Brides!
Embroidered Pillow Cases
49c Pr.

And inexpensive, too! Brides and housewives will like the personal touch in these pillow cases—"His and Hers"—"Mr. and Mrs." or "Guest" in dainty embroidery.

Special Ladies' PAJAMAS
We have Crepe that is cool and easily cleaned! No ironing necessary!
63c

Twin Falls' Livestock Marketing Volume Increases

Camera Scans Thriving Young Twin Falls Industry



A pictorial visit to Twin Falls' livestock marketing center, shows Hollenbeck Sales livestock pavilion on a busy Saturday. Twin Falls Commission company sales yards with pavilion and business offices in background; four fat steers at Sigrist Auction Yard; action in the auction ring at Hollenbeck Sales as Douglas W. J. Hollenbeck (dark shirt) manages the ring. Lloyd Bean (standing) calls the prices, and Carl Hollenbeck acts as clerk; and a contingent of whitefaces entering the chute for loading at the Twin Falls Commission company. (Times-Spox Photos and Engravings)

All Canada Knits For Men in Navy

HALIFAX N. S.—From Bay area to knit party officers' ratings of the Royal Canadian Navy are approximately three days by their respective woolen sweaters and well-knit trousers.

THOUSANDS VIEW FEDERAL PROJECT

CHARLESTON, S. C.—The federal government's second southern project for flood control, navigation and hydroelectric power production—the Santee-Cooper project—is attracting thousands to the vicinity of the Carolina low country.



on the part of the Hinc manner is the practice of certain buyers of signaling that they accept a given bid and when they do so they are to be given the power to receive and the channel in Charleston. Divers are interested in certain stock, the manager may concentrate upon them and catch these almost imperceptibly.

The dam site and spillway are approximately 100 miles away. At this point, the head flow of the Santee river will be directed into the Cooper to provide the power reservoir and the channel in Charleston. Divers are interested in certain stock, the manager may concentrate upon them and catch these almost imperceptibly.

Sales Companies Serve Large and Prosperous Area

City of surprises, Twin Falls the Magic City has again plucked from the hat of potential wealth an industry with a destiny—livestock marketing.

250 head of cattle have been handled here in one afternoon. Under a projected expansion program, corral facilities at Hollenbeck Sales will be doubled this summer at an estimated cost of \$25,000, according to the proprietor.

Block which makes this increase in facilities necessary is drawn from a wide territory bounded roughly by the Stanley Basin country on the north, American Falls on the west and Mountain Home on the east and Idaho Nevada below Wells to the south.

By visiting these yards on sales days, glimpses of their colorful side may be obtained, while to talk with their owners and operators is to realize the true scope and future promise of operations.

able in the railroad yards utilized for feeding stock in front to west coast markets. The sales ring accommodates 1,000 people, and the auction method of sales is employed.

With big truck and trailer "outfits" rolling in from all points of the compass with their cargoes of cattle and other livestock and with rail shipments pouring stock into the corral, sales range from 500 to 1,500 head, according to the owners.

to the scores of others in a thanks to public spirited citizens of Magic Valley and the officials of our state who have worked to make a greater, more united Magic Valley! Let's move ahead together.

We Salute

For unselfish enterprise, for untiring effort in bringing to a proper consummation the state purchase of one of the world barriers to a travel-free, progressive, united Magic Valley, we pause to salute those men—and women—who have lent their energies to the abolition of tolls from our inter-county bridge.

WE SALUTE the Twin Falls CHAMBER of COMMERCE and its Bridge Committee

WE SALUTE Idaho State OFFICIALS

WE SALUTE the Idaho State BRIDGE Commission

and the scores of our Northside friends in state and community positions who have also realized that our southern Idaho is better united than divided!

SWIM Investment Co.

Twin Falls

WE ADD OUR CONGRATULATIONS

to the scores of others in a thanks to public spirited citizens of Magic Valley and the officials of our state who have worked to make a greater, more united Magic Valley! Let's move ahead together.

CONSUMERS MARKET

in Twin Falls

EXTRA SPECIAL

... is the occasion of the lifting of the tolls from the inter-county bridge... and so we doff our hat to state, county and public spirited citizens who made this progressive step possible.

Drop in when you're over

SCOTT'S LUNCH

TWIN FALLS

Idaho Projects Set High Mark For Irrigation

The history of irrigation in Idaho is inseparably linked with the development and growth of the state. Water is Idaho's greatest resource and no other one has contributed so much to the growth and progress of the state as the development of our irrigation resources. Today, Idaho has irrigated areas of one state in the union, but it has the largest contiguous irrigated areas in the United States, if not the world. More than one-third of the population of the state depends upon irrigation for its livelihood.

The first settlement in what is now Idaho was made by the Rev. H. H. Hildreth and a few followers, who came as missionaries to the Nez Perce Indians in the fall of 1837. They established a mission near the mouth of Lapwai creek, a tributary of Clearwater river, near the mouth of the Snake river some 10 or 12 miles above the present city of Lewiston. During the fall and winter of that year, they constructed residences and other necessary buildings and established a church and a school for the education of the Indians. The next spring they cleared a considerable acreage of land and planted grain and vegetables, and constructed a ditch from Lapwai creek to irrigate their crops. The mission was prosperous for some years, but later Indian trouble developed and it was abandoned. There is nothing left to mark the location of the mission except a stone memorial park.

The first settlement was at Port Necham in the Salmon river valley, in what is now Lemhi county, near the present site of Salmon City. These settlers were farming under irrigation in 1854, continuing their efforts to the cultivation of small tracts of land and raising barely enough grain and vegetables for their own consumption. This settlement encountered Indian troubles and other difficulties and after about four years it was broken up and the group returned to Utah.

First Settlement
The first permanent settlement in Idaho came shortly afterward in the spring of 1859, when another Utah colony located just over the line at Franklin, Oregon (now Franklin county), and engaged in farming under irrigation. Because these settlers remained in the territory to date the beginnings of irrigation in the state from the Franklin settlement. In 1860 the legislature honored three early pioneers by setting apart the fifteenth day of June as a legal holiday, which is observed in Franklin with fitting ceremonies each year. A monument in honor of the pioneers has been erected at Franklin.

During the next decade, ex-Governor George H. Rives, in his promotion into the Payette valley; the Jeramian colony, near Home, (Boise and raised vegetable crops, and the same time farming settlements were established in the Boise and Weber valleys, and in the vicinity of the city of Lewiston.

A strong impetus was given farming when it became known, in the early 1860s, that the Oregon and Idaho railroad would be built through southern Idaho, and many settled along the line at Franklin, Oregon (now Franklin county), and engaged in farming under irrigation. Because these settlers remained in the territory to date the beginnings of irrigation in the state from the Franklin settlement. In 1860 the legislature honored three early pioneers by setting apart the fifteenth day of June as a legal holiday, which is observed in Franklin with fitting ceremonies each year. A monument in honor of the pioneers has been erected at Franklin.

Naturally, the first land settled upon by the prospective farmers who flocked into the territory was subdivided land or land lying along the small streams from which water could be easily and cheaply diverted and used for irrigation. However, as more people came in and more settlers took up land, it, of course, became more and more difficult and expensive to put the water on the land. To meet this situation, the cooperation system developed by the Mormon people of Utah was adopted, which resulted in the establishment of cooperative organizations to construct ditches for their common use, apportioning the water to be shared among themselves, and sharing the expense of construction, maintenance and repair.

Railway Stimulates Growth
The arrival of the railroad stimulated immigration and the demand for farm land that it became necessary to settle the bench lands above these lands were just as fertile and productive as the lower lands, but the cost of building irrigation canals was beyond the financial resources of individual settlers or community effort, so that corporations and companies were organized to supply water to such lands. These companies or corporations constructed the necessary works to put the water upon the lands, either charging an annual rental fee for the use of the water or selling water rights.

This system did not prove satisfactory, however, and friction developed in many cases between the selling corporations and their farmer customers. In 1895 the state legislature, at its third session, passed the Irrigation district law, which provided that the owners of land susceptible of irrigation from the same source might organize themselves into an irrigation district and construct or acquire by purchase or otherwise the necessary works and facilities to irrigate their lands, and, through a board of directors, elect by the land owners, supervise and direct the distribution and use of the water and the conduct of the business of the district. The irrigation district law, with numerous amendments and modifications remains in effect and has, in the main, operated satisfactorily.

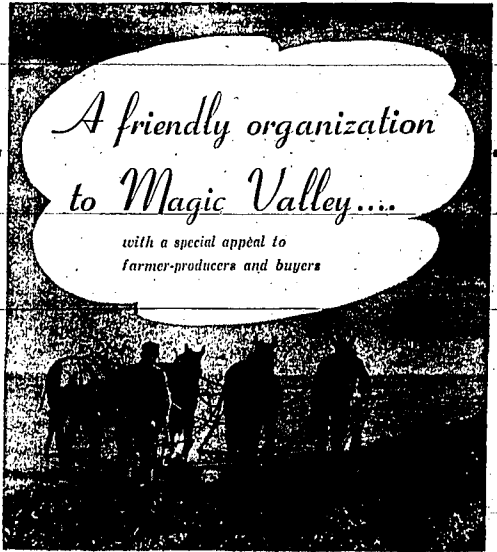
respectively. The reservoir covers an area of about 12,000 acres and has a storage capacity of 177,000 acre feet.
There are now about 2,600,000 acres of land under irrigation in Idaho, and half as much more is being irrigated. The water is pumped, and awaiting only more plentiful times and the magic of water to make it yield bountifully.

It is estimated that more than half the area of the state of Illinois.

Expedition Hunts Long Lost City Of Monkey God

NEW HAVEN, Conn.—Theodore Morris, author and ethnologist, will head the third Houdouan expedition which leaves soon to find the "Lost City of the Monkey God" in the mountains of Central America. The expedition also plans to study Indian tribes, explore the archaeological sites of the ancient Chiriquian sites, and chart the upper reaches of the Wampou river, which has not yet been explored by white men.

Discovery of the "lost city" was expected to throw considerable light on the people who inhabited the country 1,000 years ago. Stories of the existence of the city were partly confirmed in 1923 by Capt. H. Stuart Murray, an explorer. He said that natives confirmed reports of the presence of a "great city, overgrown by dense jungle." Murray is believed that traces of ancient Chiriquian culture are believed to exist there.
There are 17,551 Buddhist temples in Thailand, formerly Siam.



It has long been a policy of your Safeway Store to bring what emphasis possible to the consumption of Idaho Farm Products. Through special events and promotions of these products, the Idaho farmer has been materially benefitted. And the buyer has not been forgotten, either—for each day finds fine Idaho products as well as other products produced solely in other communities—on sale at the most reasonable price in your Safeway Store. It's the sort of service we wish to render as a real part of the Magic Valley community. We greet the acquisition of the inter-county bridge as a chance to make new friends and to become better acquainted with our already loyal friends in "north side" communities!

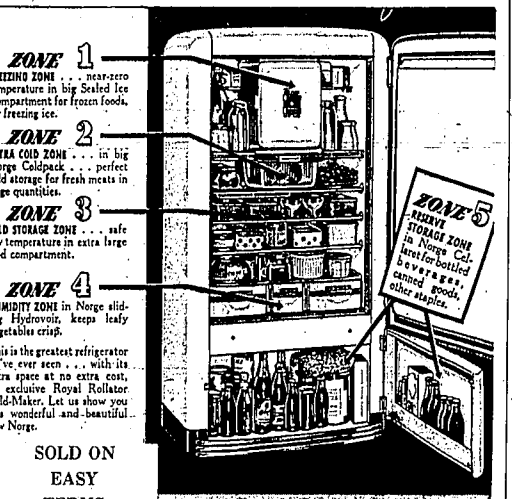
Let's all meet on the "TOLL-FREE" BRIDGE TUESDAY, APRIL 30

It's going to be a great day for southern Idaho when the tolls are removed from the inter-county bridge. Join the throngs who will celebrate the occasion with a memorable celebration. And our hats are off to the state officials and the citizens of both south and north sides who have made this important step, finally possible.

SAFEWAY

11 YEARS of PROGRESS with NORGE

It was more than 10 years ago that we sold our first Norge Refrigerator. We have been selling Norges ever since because we sincerely believe that the Norge is the best refrigerator on the market today. Our past 10 years as a Norge dealer has seen a never ending march of progressive steps made by the Norge Company in their constant aim to give the world the best in modern refrigeration. . . . and we believe that dollar for dollar the Norge pictured below does just that.

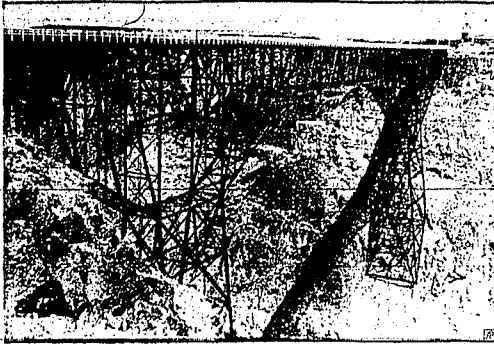


NEW 1940 NORGE 119 95 and up

NOW We Bring to Magic Valley A New FURNITURE Store

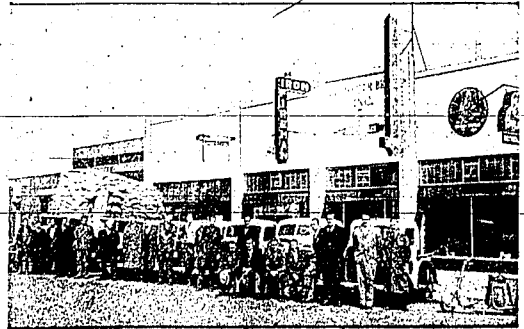
A brand new store that is filled to the brim with new and modern furniture. Furniture that will lend dignity and charm to any home . . . and furniture that is constructed to give years of enjoyable service. We cordially invite you to come in and visit, to shop and look around and we especially want you to feel free to use our store as a convenient place to meet your friends. After 11 years of successful business as one of Twin Falls' pioneer appliance stores it was only natural that we would expand . . . BUT . . . along with our expansion we have not lost sight of the fact that we are primarily a MUSIC store. We can still show you the finest line of pianos to be had today.

Furniture Sold on Terms!
Claude Brown Music and Furniture Store
"The NEW Store In The Same OLD Location"



At the left the Twin Falls-Jerome Intercounty bridge completed in 1925 at a total cost of slightly more than \$1,000,000.00. This bridge, spanning the mighty Snake River canyon, at the time of its completion was the highest bridge of its kind in the world. This bridge, when toll free, will unite two of the richest sections of southern Idaho and will remove the only toll barrier on U. S. highway No. 20, a U. S. highway, extending north and south the length of the land.

At the right the modern home of Detweiler's, Inc., pioneer dealers and distributors of America's leading makes of home conveniences. Completely modern, large and well lighted showrooms make appliance shopping a pleasure here. In these showrooms can be found those necessary conveniences that do so much to make a "home" of your house. In the picture is shown a part of more than 30 local men employed by Detweiler's, Inc. Men who are especially trained to handle your buying, installation, and service needs.



PROGRESSING with Southern Idaho

Detweiler's—the largest concern of its kind in the eight counties of Magic Valley, and operating a large service organization throughout this district — naturally appreciates the removal of tolls from the Twin Falls - Jerome intercounty bridge. Like many other businesses, our company will be benefitted greatly by being relieved of this burden.

But we are even more appreciative of the opportunity that has been afforded us since 1923 of growing and progressing with south central Idaho—a growth and progress that have manifested themselves sufficiently to overcome obstacles even as big as the toll bridge.

Ours has been an enjoyable service, for in providing the people of south central Idaho with modern home conveniences, we feel that we have not only added to their pleasure, but have contributed to the general progress of this community as well.

Such an achievement, as being high dealers in the United States in 1939 for the number of Iron Fireman Heatmakers sold during that year is an indication of the progress we have made and shared with one of the most progressive communities in the country.

Our slogan, "Everything to Make Living More Pleasant," embodies the spirit of service as well as salesmanship, and we shall earnestly strive in the years to come to keep pace with southern Idaho's continued progress, and to give service wholly in keeping with that privilege.

SERVING SOUTHERN IDAHO WITH

FRIGIDAIRE

Refrigerators Ranges
Water Heaters
Commercial Refrigeration

GENERAL ELECTRIC

Home Laundry Equipment
Radios Small Appliances
Ranges Water Heaters

ATTIC-WOOL

Insulation for Greater
Heating Efficiency

MODERN TIN WORK

A Complete, Modern Tin Shop
Capable of Turning Out All
Types of Tin Work.

AIR-CONDITIONING

Shasta Air Conditioning for
Domestic and Commercial Uses.

AMERICAN RADIATOR

Steam and Hot Water Heating Plants

IRON-FIREMAN

Automatic Stokers
Unit Heatmakers
Self-Firing Furnaces

PERMUTIT

Water Softening Equipment for
Farm and City Home.

STANDARD-SANITARY

Plumbing Fixtures for Domestic
or Commercial Installations.

SUNBEAM

The Ideal Warm-Air Furnace
With Attached Air Conditioning.

TYLER FOOD STORE EQUIPMENT

The Modern Cases for
Modern Stores.

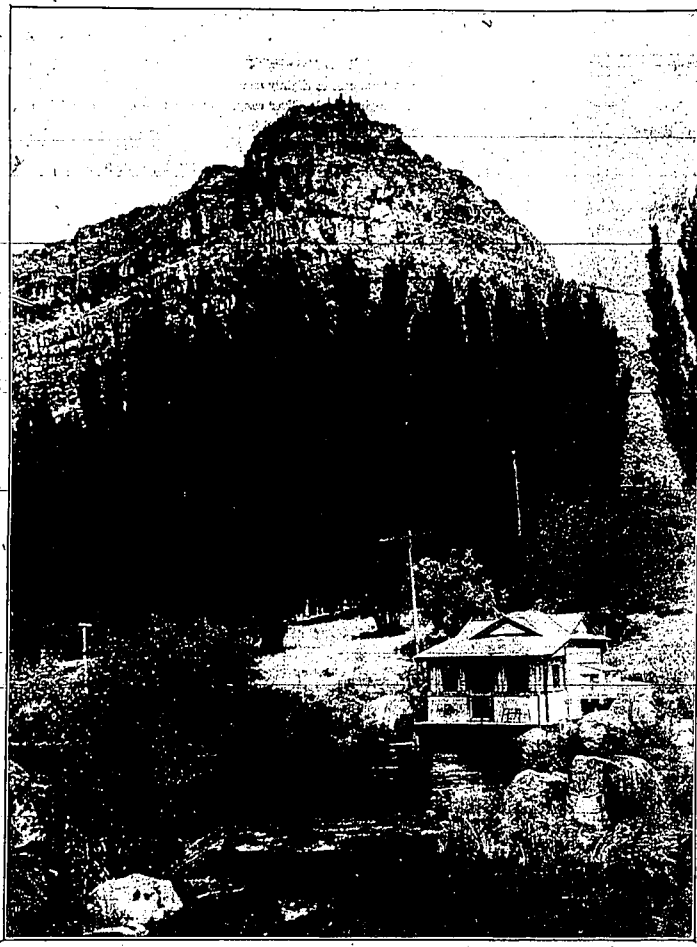
DETWEILER'S

"Everything to Make Living More Pleasant"

Located at 144 Second Ave. North, Twin Falls

Phone 809

A Favored Resort of the Early Day Settlers



One of the smaller houses on the Blue Lakes Ranch, center of early day hospitality and the scene of many picnics during hot summer days during most of the formative years of the Twin Falls country.

Perrine's Search for Railroad Bridge Site Led to Big Project

Father of Twin Falls Country Envisioned Irrigated Empire While Exploring Area for O. S. L. in 1895

Search for the site of a railroad bridge that never was built to span Snake river culled directly to the development of the vast irrigated region that is the Twin Falls country.

The record is that the "father of the Twin Falls country," I. B. Perrine, was commissioned by the Oregon Short Line in 1895 to look up a bridge site between Lincoln and Cassia counties. The Short Line and Cassia counties of the Union Pacific system, was concerned because the Southern Pacific was drawing much of the business from Cassia county which then included what is now Twin Falls.

In this quest, Perrine explored the river and selected the bridge site at Miller, where Snake river enters the canyon. And there, it is recorded, it occurred to him that the place was well located for diversion of the river's waters to Twin Falls.

While thus camped one night with a saw-brush fire and a Dutch oven for a fore-dinner, a historian of the period chronicled, "the man in the tan dress, the future which has developed beyond all limit, it was an uphill process for many years, but he did not let up and out converted. Deer and bob cats and an occasional

camper ventured into the bottom of this panture. This did not bluff Perrine in the least but soon he had his wagon in pieces and lumber dangling on a rope over the cliff, ready to build a home. After working a while he found that everything would come, but he could not reach the market was too far distant, and for several years he had to go back to the mines to work and get another grubstake.

Then, during vacations in the summer he started at Blaine in the hotel, livery and other kinds of business.

In order to get his produce out of the canyon from the ranch he built a most remarkable road up both walls of the canyon. Cost of the road-building, he told an inquiring reporter of the period, was "just dirt work." It was learned from other sources that the building of the road on the north side of the canyon required three years work before a team could be taken over it, and the cost probably was several thousand dollars. On the south side the work of blasting away the rock at one point on the road required two winters' work.

Three roads still hang on the sides of the cliffs in a way that one often first traveling them feels as if they were jumping up and down his spinal column. Perrine was not daunted by the apparently insurmountable difficulties that confronted him and that road stands today with a parallel in the state as the achievement of one man who had practically no means to work with.

Ferry Replaced by Bridge
A ferry that Perrine installed at Blue Lakes was operated for several years and then was replaced by a steel bridge.

Fruit that Perrine raised on the Blue Lakes ranch was exhibited at the World's fair at St. Louis where it was awarded blue ribbons and best record was influential in persuading the first settlers of the Twin Falls country to establish their homes here.

Blue lakes ranch was long a center for the newly established region, and annual blossom parties at which Mrs. Perrine was hostess were for many years outstanding events in the region's social calendar.

Thanks FOR THE FREE BRIDGE

Let's celebrate the greatest bit of progress Idaho has made for several years.

Many who thank the officials of the State of Idaho for the—

Dam Floods Road
SUDBURY, Ont. — The dam-building activities of beavers are disrupting the peace of Manitowish Island and damaging farming and lumbering. Dam built by colonies of beavers in the west end of the island have flooded farm lands and in one case flooded a road to such a depth that children had to use a rowboat to get to school.

The United States turkey crop this year is expected to be about 37 per cent smaller than last year.

SPAN CHRISTENED BY MRS. PERRINE

On the warm first October day in 1927, Mrs. I. B. Perrine, wife of the "father of the Twin Falls country," dashed a bottle of sweet cider against the granite rim of the span and christened it the "Twin Falls-Jerome bridge."

The ceremony came immediately after Governor H. C. Baldrice had cut a strand of white ribbon indicating that the span was formally opened for traffic.

Nearly 5,000 people who attended the obligatory exercises, Mrs. Perrine said.

This magnificent achievement in engineering marks the union of two great tributaries of the Snake.

"As I stand on the site, in view of the Blue Lakes ranch at this time, I think of the wonderful I have witnessed in the development of the desert."

It was the distinction of having a part in the dedication of this important avenue of traffic.

In conformity to the wishes of my dear friends and neighbors assembled here, I christen this the Twin Falls-Jerome bridge.

TOURIST TRAVEL BUSINESS GAINS

SAN FRANCISCO, Calif. — Importance of tourist travel as a leading national business is being emphasized by a current survey of information requests received by state, territorial and national exhibitors at the Golden Gate International exposition. Many exhibitors have reported to the United States Travel bureau, San Francisco office, that questions on the recreational and scenic resources of their respective areas outnumbered other queries almost 10 to one.

While exhibiting visitors from distant points, as well as neighboring regions, in many cases may be interested in finding new places or making arrangements, some of their first questions are immediately associated with recreational opportunities ranging from the seashore to the high mountains.

There has recently been a large increase in out of state visitors as reflected in information questions received by the U. S. travel bureau office in the Shasta-Cascades-Wonderland section of the Sierramese island. Of general interest are growing indications that visitors arriving at the exposition have planned their trips in leisurely fashion, affording opportunities to visit many of the recreational and scenic areas of the west.

This trend in part is attributed to troubled conditions abroad, encouraging prospective world travelers to spend the same amount of time seeing the wonders of the United States. Travel interests center about such areas as the national parks, forests, and monuments which include some of the most spectacular scenery in the west. The sea shore resorts, the red rock and the volcanic western cities share alike as travel goals. Many inquiries also received concerning specific resorts, dude ranches, hot springs and circular tours.

Reports from the department of state for the month of April, when much of the information questions received there was a decrease of nearly 50 per cent in the issuance of passports, a true barometer that people are traveling in their own country. For the first quarter of the year, the passport drop is approximately 50 per cent.

80,000 Feet of Film Used For Monarchs

OTTAWA, Ont. — There were 80,000 feet of motion picture film taken on the royal and Queen Elizabeth on their recent visit to the city of Canada and the United States.

The picture was made by a pool of motion picture and news photographers under the direction of the head of the government picture bureau here.

The dominion government to which no proportion has yet been submitted, is expected to authorize the writing together of all the pictures. Many suggestions that this be done for exhibition all over the country are being received. This would present the movies in one city to have a picture of what went on elsewhere—in Canada and the United States.

Likewise thousands who were invited to any place on the tour can envision the celebration of the comfort of theaters or local community centers.

Patrons will get their money's worth. It is estimated that eight hours, at least, will be required for the whole exhibition. Many of the pictures are in color.

There are about 250,000 Auto radios in use in the United States.

Progress TAKES A BIG STEP FORWARD

We join the people of southern Idaho in expressing our thanks and appreciation for the free bridge. It is remarkable to see the strides of progress that the State of Idaho has made in the past few years. We are proud of Idaho and are truly glad we live here.

FACTORY RADIO SERVICE

"Idaho's Best Equipped Shop"

430 Main Street Phone 284

Toll Collector Tells Of Strange Sights

Baby Carried Across Bridge and Handed To Waiting Party at 5-Cent Rate

Babies will no longer have to be carried across the Twin Falls-Jerome intercounty bridge — they can now, that the toll is off, ride in "peace" so to speak.

This was revealed today in an interview with G. D. Johnson, who started collecting tolls for the bridge company the first day the bridge was opened back on Sept. 15, 1927 and has been at the job ever since, being the only attendant now in service who has served continuously since the company opened the structure.

Curious Things
Johnson said that during those 12 years he has seen many curious things around the bridge as well as being across it. But perhaps the most curious was the practice of some individuals carrying articles across the bridge on foot — at a charge of five cents — rather than drive their cars across and pay the toll. When this step was resorted to the "walker" was met at the other side of the structure by someone else and the package in that manner was transferred from Twin Falls to Jerome counties or the other way around.

"But the most peculiar case in the recollection of Mr. Johnson is the time a baby was carried across the bridge, handed to a waiting party on the other side, and thus continued its journey."

Johnson said during the interview that he has seen all types of things carried across the bridge in this manner — from a pair of glasses to heavy packages approximating the size of freight.

But all who crossed the structure didn't pay the toll, Mr. Johnson admitted.

He Aided Unfortunates
"The company" helped out the nation, so to speak, by permitting much AVPA and other government traffic to cross the bridge free," the attendant said. "In addition to that, I have personally allowed many individuals to cross without paying the five cents if they were walking. Some of these persons didn't even have soles in the bottom of their shoes let alone money in their pocket so I did just what any human would do: I let them walk across for nothing."

For 10 years and six months Johnson worked the night shift, starting in at 10 p. m. and quitting at 8 a. m. At the time of this interview he was going to work at 7 a. m. and was on duty until 3 p. m. — day in and day out.

During his long term of service the attendant didn't once receive any complaint of his service. Regarding the company and its president Johnson said:

Praises Bruce Short
"I know that the bridge company is the best I ever worked for and I can say without hesitation that Bruce Short, its president, is the finest employer I've ever had. Short was never a boss, he was a man."

And the reporter discovered, most of the "unpleasant" happenings of Johnson's job occurred since the

settlement started for a free bridge. "After the drive started to rid the bridge of its toll," Johnson pointed out, "many persons became theoretical inattending to my and the other attendants. We took it, though, and said nothing back. I guess we all have to take the bit with the wheel."

Thanks FOR THE FREE BRIDGE

We are proud of Idaho for the great strides of progress they have made in the past few years.

HUNT'S BEAUTY SHOP

ROBERTSON HOTEL—Phone 272

Harry Musgrave and His Gang Say: WELCOME NORTH SIDERS

You come over and see us sometime, and we will return your visit. We really believe the removal of the toll will help to build a bigger and better community here in Magic Valley.

OUT-OF-TOWNER'S NOOK

We have set aside a space in the front of our store which we call our "Out-of-Towner's Nook." A comfortable living room style and swing chair are there especially for you Out-of-Town people to lounge upon. Feel free to accept our "Southern Idaho Hospitality" — in a friendly store where friendly clerks make friendly folks feel at home.

HOW'S THIS?
Get-for-\$1 More-Mattress Special
Get your neighbor to go in with you if you only need one, and take advantage of this unusual special. It's just another of Harry's ways of advertising.

Let's Celebrate

Our regular \$42.50 Sleeping Beauty mattress will be made at

2 for \$43.50
Our \$29.50 Lady Joan will sell
2 for \$30.50

The extra special \$23.50 mattresses will sell

2 for \$24.50
\$8.50 Value Cotton Mattress
2 for \$9.50

These Prices Are Cash and Carry

FREE BRIDGE

On major articles we have a "Haul Your Own" discount. Come prepared to take back what you buy and we'll pay you "to take it" — or else will deliver.

Buchanan's MIX SHOP

Harry Musgrave's Mdse. Mart

We Chase For Cash

By the way, we are going to throw our regular prices out and make special ones for the bridge opening.

WILLIAMS TRACTOR

WE CELEBRATE

a new era for Magic Valley

NOW Magic Valley faces the opportunities offered by a united community — with the removal of the tolls from the bridge the last barrier has been torn down — a barrier which halted the progress that should come to the rich lands of Magic Valley. We, as a firm anxious to deal with the farmers of this territory, welcome the chance to extend our service to outlying communities.

These lines have made our service outstanding:

Full Line of **Case Machinery and Tractors**
NEW IDEA SPREADERS, HAY LOADERS, RAKES

We are also agents for **GMC Trucks**

This is a definite step toward a new prosperity for this south-central Idaho empire and we pledge ourselves to keep pace with constantly improved services, facilities and personnel.

Let's all pull together for a greater Magic Valley

Williams Tractor Co.

Twin Falls, Idaho

Idaho Typewriter Exc.

Let's celebrate the greatest bit of progress the state of Idaho has been able to make since their admittance to the Union in 1890. Progress that will be appreciated by every single person in Idaho plus thousands of tourists and visitors from all over the world. To Southern Idaho it means closer and more economical communication, travel, and transportation. To us it means a closer, more pleasant relationship between our good friends on the other side who are as much a part of our interest as those over here.

Leader in Move to Lift Tolls Reviews Legislative Efforts

Dan Cavanagh Tells Of Early Move For Free Bridge

By DAN J. CAVANAGH

In 1925 in the 22nd session of the legislature, it was my privilege to introduce a bill which was the first direct effort to free the Twin Falls-Jerome intercounty bridge from tolls and make it a publicly owned property. This bill provided for earmarking 1.5-cent per gallon of the 5-cent motor fuel tax for the purpose of buying existing toll bridges and ferries and for general bridge construction.

Due to the active lobby of business men of towns on both sides of the river who feared their private business would be affected together with a reluctance on the part of a great many of the legislators to a precedent that had never been read in any manner, the bill was defeated. Their position was taken as there has been a tendency on the part of many states to divert motor fuel taxes to other purposes than road building and in Idaho only the road user in a motor vehicle pays the tax. At the next general election, the voters of Idaho will have an opportunity to pass upon a constitutional amendment which would prohibit the diversion of any part of the state highway fund which will be passed, confine expenditures from this revenue to road and bridge purposes exclusively. Already about 20 states have taken this precedent against raising on highway funds.

Taxes Proposed.
In this same session the administration was at its wits end to find about two million dollars annually to provide funds for matching federal allotments for relief purposes and about eight of ten proposals were rejected. The bill which failed of passage. The sales tax, after once being defeated in this session, was finally passed in an extraordinary session to raise all funds for relief and to reduce levy in school taxes. One of the measures to provide relief funds and introduced by me at this time levied an income tax of 1 1/2 mills on motor fuels, to be paid by the importer, who could use these tax receipts to obtain a direct offset on the sales tax. This bill was prompted by the fact that few, if any, of the larger oil companies pay any income taxes in this state, although some smaller companies who are incorporated in Idaho buy from the larger companies and make returns. This bill passed the house and was defeated in the senate, due to active opposition of oil company lobbies.

Measure Defeated.
In the 24th session in 1937, I again introduced a measure and incorporated within it the above method to raise funds to buy the toll bridge at Twin Falls and also an enabling act that would permit the state to acquire toll bridges by condemnation or otherwise, in 1929 session, after the franchise was granted for construction of a toll bridge, the act that provided a method for acquiring a toll bridge was repealed and it was necessary to put this back in the statutes and broaden the act to other toll bridges. As the first measure provided a new source of revenue and also as it would appear from a legislative standpoint, it was very commendable and necessary legislation, particularly as companies who are taking possibly 50 million dollars from the state should be made to contribute their income taxes as acquired here. It looked like this was the answer to the prayer for a free bridge. However, the revenue of the free bridge combined with the active opposition of the oil companies and after the revenue measure was defeated in the senate, although they passed the enabling act, the measure was defeated both measures by a large majority.

Bill Introduced Again.
In the 25th and 26th sessions, the same revenue producing measure was again introduced which also provided a commissioner appointed by the governor with powers to acquire toll bridges. The house passed the bill by a scant majority but the vote in the senate was nearly unanimous, only six senators opposed. It took three sessions of the legislature for the merits of this measure to finally percolate through their craniums.

Since this bill became law there have been many criticisms aimed at it. One is that there has been \$100,000 lost to the general fund and diverted into the toll bridge fund. The fact is that possibly less than \$10,000 has ever been paid as income tax from oil companies and this amount almost exclusively, if not entirely, by local Idaho companies. The larger oil companies make no secret that they pay no income tax in Idaho. In order to compel them to pay it on the profits they make in Idaho, it becomes necessary for the legislature to be not only a law enforcing body, also to become a law enforcing body.

To Be Paid at Source.
It was intended that this income tax was to be paid at the source and the measure was a means to compel the payment of income taxes since it permitted an offset on that. Some oil companies have come and directed into the toll bridge fund. The fact is that possibly less than \$10,000 has ever been paid as income tax from oil companies and this amount almost exclusively, if not entirely, by local Idaho companies. The larger oil companies make no secret that they pay no income tax in Idaho. In order to compel them to pay it on the profits they make in Idaho, it becomes necessary for the legislature to be not only a law enforcing body, also to become a law enforcing body.

Free Span Pioneer



Twin Falls and vicinity has long been penalized, by having a toll bridge at its doors and this has undoubtedly hindered the full development of this section. That we have waited so patiently all these years must show that we are a long suffering people in view of the fact that we contribute 10 per cent of all taxes paid for all state government. We have the poorest trunk roads of any county in the state, yet we paid for them in large part ourselves besides contributing ungrudgingly to the poorer counties.

The present administration is to be congratulated for recognizing the merits of our demands for a free bridge. We pay nearly enough in gas tax in one year to buy the bridge at the agreed purchase price of \$420,000. It is to be hoped that we shall continue to demand our rights and that in turn we will contribute to be recognized as those who shall participate in an equal distribution of what state government has to offer.

About 62,000,000 acres of forest lands in the United States are classed as actually or potentially productive of commercially valuable timber.

Thomas Jefferson's wife died 10 years before he became President.

RESORT MANAGER LAUDS SPAN DEAL

Union Pacific's two million dollar recent playground - which has brought thousands of visitors to Idaho - congratulated south central Idaho today for a free bridge which will bring thousands more.

The congratulations came from Sun Valley through W. P. Patterson, general manager of the nationally famous resort.

"Sun Valley congratulates southern Idaho on successful culmination of a long effort to remove a serious traffic barrier," Mr. Patterson's message said.

Neighbors "Sun Valley has fostered from the first the feeling of neighborliness between itself and southern Idaho. Relationship between the two sections has been mutually gratifying and removal of the toll from the Twin Falls-Jerome inter-county bridge should foster an even greater neighborliness."

Mr. Rogers said that although the Union Pacific carries the bulk of Sun Valley patrons who come from long distances, the toll-free international highway (U.S. 93) should mean a "decided increase" in motor visitors not only to southern Idaho and to Sun Valley but to picturesque Idaho mountain country further north.

W.H. Partin County "We will be more than glad to secure Twin Falls of our participation in any celebration which may be conducted at formal opening of the bridge," the Sun Valley general manager said.

BRITISH TRADE LEADS Great Britain exceeds the United States in imports, but not in exports. Great Britain ranks first in value of exports and imports combined, with the United States second.

herefore imposed. The same can be said of the liquor companies and other companies and others who make profits in this state and make no income reports. This is true, particularly as Idaho is not an industrial state and buys all manufactured goods from without its borders.

District Penalized

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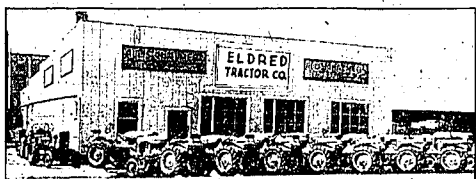
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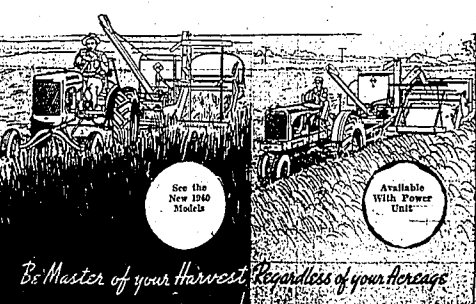
Built Especially to serve the implement needs of Magic Valley farmers!



View of our newly constructed implement house showing a portion of our complete implement stock.

There's a tractor in this line that will just fill your needs for farm power... and your savings begin with the first cost of the smooth-powered A-C Tractor to continue year after year in savings on fuel and upkeep.

NOW--2 sizes of the ALL-CROP HARVESTER



The advantages of a one-man once-over harvest can now be YOURS—no matter what your acreage! Once over the field this modern, mechanical way and your crop is safely in the bin. You have no twine to buy, no shocking, no hired help, no threshing! There's no cooking for extra men, no slaving over a hot stove for Mother!

You can select an Allis-Chalmers All-Crop harvester in the size suited to YOUR farm—PRICED SO LOW it will pay for itself quicker than any machine you ever owned. You can save on costs, save grain and be truly master of your harvest.

ELDRED Tractor Co.
AUTHORIZED SALES AND SERVICE **ALLIS-CHALMERS**

One of Magic Valley's Leading Home Industries

CONGRATULATES The State of Idaho

on the acquisition of the Intercounty Bridge

Operating elevators and bean warehouses at the following points on both the North and South sides of the Snake River Canyon: Buhl, Peavey, Filer, Curry, Twin Falls, Amsterdam, Hollister, Berger, Kimberly, Hansen, Murtaugh, Jerome, Eden, Hazelton, Gooding, Richfield—we are able to offer a tremendous elevator and warehouse capacity.

This is evidenced in the following figures, of interest to every Magic Valley grower:

- Total ELEVATOR CAPACITY, 1,050,000 bushels of wheat; total BEAN WAREHOUSE CAPACITY, 400,000 bags; total FLOUR MILLING CAPACITY, 600 barrels daily; total FEED GRINDING CAPACITY, 350,000 pounds daily; total BEAN CLEANING CAPACITY, 500,000 pounds daily; total GRASS SEED CLEANING capacity, 100,000 pounds daily.

In over 30 years of operation of these plants in most of these communities, our work has been of the highest character; and the service to the growers of Magic Valley has been maintained at the highest standard during this period. We sincerely solicit a continuation of your very valuable business which has been mutually enjoyed in the past. And to the consumer public of Idaho we recommend as superior our products which are manufactured from the best of your own raw products.

To growers and consumers of Idaho, we give a heartfelt thanks for a lifetime of your generous patronage.

Let's move forward with greater south Idaho
TWIN FALLS FLOUR MILLS
OF SOUTHERN IDAHO

These **QUALITY PRODUCTS** are milled at home in **MAGIC VALLEY**

- PIKES PEAK CAKE FLOUR
- PIKES PEAK PANCAKE FLOUR
- TWIN-IDA self-rising flour
- PIKES PEAK FAMILY FLOUR
- IDAHOME HARD WHEAT
- IDAHOME FLOUR
- SHONEMIST
- CEREAL CREAM
- WHOLE WHEAT GRAHAM

KEEL WINS ON BRIDGE WAGERS

Suspension Bridge Spanning Snake River Canyon Near Hansen

Free Bridge Boosts Idaho Tourist Trade

James E. Keel, prominent in Twin Falls and Jerome, spends most of his time these days on the earth side.

But when he hears that the toll has been imposed from the Twin Falls-Jerome intercounty bridge, he'll probably decide on a trip to the river side just to refresh memories.

Soon after the announcements in 1926 that construction was started on the rim-to-rim span, Mr. Keel had a large number of wagers that he would drive an automobile across the span on or before Sept. 1, 1927.

Many Takers

It was a bold bet and many were takers. On Aug. 26, the last piece of steel was swung into place and the chain of the Snake River canyon had been spanned.

On several occasions, friends recall Mr. Keel's impetuous head of the spiritation from his brow. The Sept. 1 deadline on his bets was nearing. But he didn't stand idly by. Instead he enlisted the active cooperation of the builders and on Sept. 1, 1927, with movie cameras recording the event, Mr. Keel piloted the first automobile across the span, south-to-north and return, and collected all wagers.

Impetuous approaches were constructed with planks over which the car was piloted onto the floor of the span. The car immediately descended the bridge as engineers demanded frequent halts and worked hard to none obstruct that littered the deck of the span.

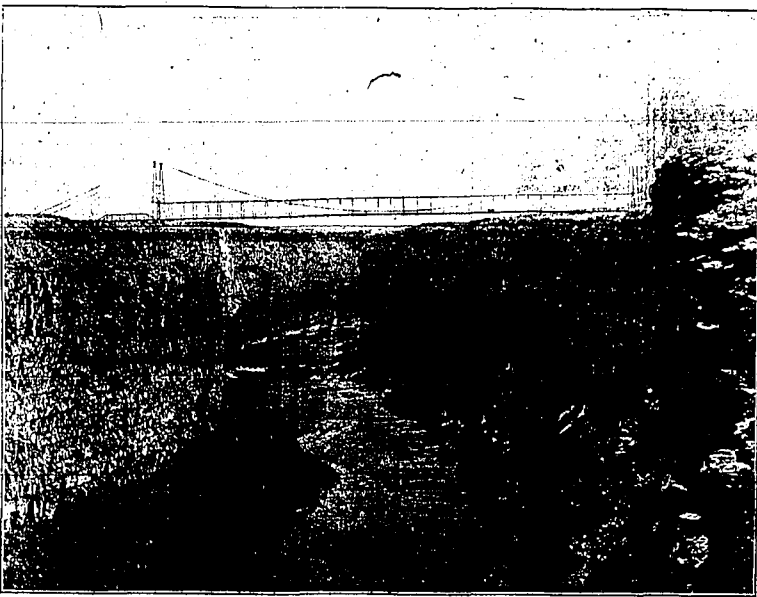
Loose planks were placed on the steel beams in the center of the span, 500 feet above the river, and they rattled under the moving wheels of the car.

First Passengers

In the car, and not showing any sign of nervousness, were Mr. Keel, the driver, H. M. Murray, superintendent of construction, and Charles G. Houser, president of the construction company.

James E. Keel, president of the firm owning the bridge, and L. H. Hodgin, Twin Falls attorney for the construction company, and Carl E. Lind, chairman of the Twin Falls Chamber of Commerce, were also in the car.

One accident marred the trip. L. Murray, superintendent of construction, had been riding on the running board as the car started across the span. He stepped off to give instructions to workmen, slipped on a piece of pipe and sprained his ankle.



This structure, built in 1927 by Twin Falls county and the Hillside highway district, was the first to span Snake river canyon from rim to rim. It was located and designed by H. M. Murray, engineer, who supervised its construction, and who later located and designed the Twin Falls-Jerome intercounty bridge.

Tolls Turned Big Part of Traffic to Hansen Bridge, Count of Vehicles Reveals

An Idaho highway planning survey, including an actual traffic count at the rim-to-rim and the Hansen bridges on Oct. 1, 2 and 3, 1937, showed that the Hansen structure was carrying three vehicles to every one which crossed the Twin Falls-Jerome span.

The survey was made by aid of A. Chambliss, area manager and field report was signed by the latter.

The report was made primarily to determine the number of cars crossing the two structures but principally the number of cars crossing the Hansen bridge which would have driven across the rim-to-rim structure had the toll been removed at that time and the bridge been free.

The results were interesting. Aside from showing that during the three-day period 172 autos in all there were 3,742 vehicles traveling across the Hansen bridge and 1,200 across the Twin Falls-Jerome structure. It was disclosed that on Thursday, Oct. 1, 1937, no less than 24 per cent of the vehicles crossing the Hansen bridge could have more conveniently crossed the Twin Falls-Jerome bridge had it been free of tolls. In other words 25 per cent of the drivers were taking the "long way around" because they "didn't like" the idea of paying a toll.

Blithely Tolled

Like any one else, they the survey disclosed that of the motorists stopped at the Hansen bridge and asked the question, "would you have gone over the rim-to-rim bridge had there been no toll charges?" no less than 41 per cent declared they would have. On the following day, Oct. 2, 1937, the report showed that 26 per cent of the drivers were traveling by way of the Hansen bridge because they disliked the toll feature of the other structure.

During this three-day period, it was shown that 24 per cent of the traffic of the Hansen bridge was headed for Jerome or Twin Falls, depending on whether traveling north or south and that they would have preferred to travel by the rim-to-rim structure had it been free of tolls. In addition, 26 per cent could have more conveniently used the Hansen bridge had it been free of tolls.

The report states:

SPORTS FAN PAYS \$23.80 IN TOLLS

If there's any sporting event going on across the Snake River canyon, a Twin Falls man is sure to be in attendance.

He estimates that his tolls from June 1, 1938, to May 1, 1939, on the Twin Falls-Jerome intercounty bridge for recreation purposes only, amounted to \$23.80.

Recalling his trips to the north side and Sun Valley during the year past, he said in an interview that "I traveled about 17 times over the toll bridge and probably 25 times over the Hansen bridge."

"During an average month, I'll go to the north side for some event about three or four times," the man stated. "I'd travel by way of the Twin Falls-Jerome bridge all the time if it wasn't for the tolls."

"He remembered paying the tolls on the following occasions during the past year, when the purpose was for recreation only: Once to attend the American Legion boxing card at Hatley about July 10. Twice to attend the Sun Valley rodeo."

"The above is indicated in order to show that toll counts made at the bridges on Oct. 1, 2 and 3 were made when traffic was at the maximum for the year 1937 and apparently far above the normal. It is to be noted that 1937 also, and also to indicate the relationship between traffic on the Hansen bridge and tolls across the bridges in question."

This actual report on the traffic counts at the two bridges with the question as to whether or not the users of the Hansen bridge would have gone over the rim-to-rim had the toll been lifted—proved conclusively that the people wanted a free bridge and would use it if it were free.

REGION'S FIRST SPAN AT MILNER

Before ever the waters were turned from Snake river gorge to transform a barren, desert waste into a flourishing agricultural realm there were crossings in the canyon of the river, between Milner and Jerome.

Crossings there were, but there were no bridges. There were ferries at Shoshone Falls, Blue Lake, Clear Lake and Owl's Eye.

Almost as soon as engineers, early in 1902, began surveys for the huge diversion dam at Milner where the river enters the canyon, work was started on a wagon bridge to span the stream at that point.

This span played an important part in construction of the dam and irrigation system and was used by hundreds of settlers in freighting equipment and supplies from the now almost forgotten railroad station on the Union Pacific main line at Jerome.

With the exception of the ferry at Shoshone Falls which now has been abandoned and equipped with electric power, all of those old time ferries have been replaced by bridges, all of them spanning the river near the water and reached by grades down the canyon walls.

One of the first of these bridges

was built by I. B. Perrin at the Blue-Lake-ranch north of Twin Falls, to facilitate travel over a stage route between Twin Falls and Jerome.

Clear Lake ferry at a crossing north of Blue Lake, where, according to tradition of the region, stage robbers cached a considerable quantity of loot, gave way to a modern bridge, and a little later a big steel span was constructed at Owl's Eye crossing on the route of the old Oregon Trail U. S. highway 30, north of Muratough. A bridge also was constructed to span the river.

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COLLEGE OFFERS COURSES AT FAIR

SAN FRANCISCO—Modern education has become of such educational value that Dean Walter Horns of San Francisco State College has decided to hold seven courses of the college's summer sessions at the Golden Gate International Exposition.

The session will last for six weeks. The first course at the exposition will be that of art, under the direction of Walter Murray. He will conduct classes in painting, including the masterpieces from the most famous European galleries, with the pictures before the students.

Courses in music will study the works of world famous conductors and the exposition will be under the direction of Dr. William Knicker.

Another course will be held in motion picture appreciation, for which arrangements are being made by Dean Horns, Luther Meyer and Dr. Elias Aronson of the college.

Hollywood studios have been asked to send experts to participate in the course. They will discuss problems of the movie industry and give illustrated lectures on the details involved.

Included in this course will be a world preview of a new motion picture. The course in social science will be taught by Mrs. Bertha Monroe Underhill, head of the social adjustment, which will be a study of the lives of people from the countries represented at the fair.

Students registering for the course of six weeks will receive the same scholastic credits that would be awarded for the same work carried on in the classroom.

TIME SAVED And MONEY EARNED

The Ostrander Lumber Company literally helped to build Twin Falls, having been one of the first sources of building materials for the early settlers. In those early days the Snake River canyon was a dangerous and difficult barrier between the north and south. Today, with the removal of tolls on the intercounty bridge, that barrier ceases to exist! The Ostrander Lumber Company congratulates Idaho for this progressive move.

Ostrander Lumber Co. Address 726 Sho. St. W. Phone 44

Free Bridge Boosts Idaho Tourist Trade

Removal of tolls from the rim-to-rim bridge will prove a major boost to Idaho tourist traffic. Just how many dollars will that traffic bring into the state?

The Conoco Travel Bureau offers some figures of vital importance to Twin Falls, Jerome, Sun Valley and other south-central communities along major traffic arteries. Here's what the bureau predicts: Number of expected tourists into Idaho this year—1,872,160.

Estimated expenditures these tourists will make with Idaho merchants, hotelmen, restaurant owners, tourist camps and others—\$137,371,299.

That's a very big million indeed. And toll removal, because the inter-

county span has heretofore proved a barrier to tourists who see toll bridges on their maps as they plan their next day's travel, will mean that a substantial share of the millions will come to south-central Idaho.

How Big, California? SACRAMENTO, Calif.—What is the population of California? That vexing problem has been asked so many times that the California Taxpayers association decided to check up on school enrollments, birth rates and whatnot, and make so close an estimate as possible. The answer—6,400,000 for the beginning of 1939.

Visitors to Luther's city of Wittenburg in Germany today may see the famous houses that he pulled on the church door in 1517. The present doors are of metal and the text of his protest is deeply inscribed in the metal.

For it goes—ever since the Jerome-Twin Falls bridge first opened to traffic—we have been serving Idaho business men. We have watched the progressive community take ahead through the opening mile of these same business men. Now, with the opening of the bridge to free traffic we believe another mile of progress has been passed. We believe each toll will enjoy a greater prosperity, and the Idaho will continue to be A BETTER PLACE TO LIVE!

Visitors Spend Huge Sum Each Year in Gem State

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IDAHO Makes a better place to live

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Hayden Transfer and Truck Line

169 WALL ST. Phone 703 TWIN FALLS

Twin Falls' pioneer firm

...hails Idaho's most progressive step!

In the 28 years which we have served the people of Magic Valley we have seen a lot of water pour down the Snake. Some of it has flowed under the "high" bridge . . . and even with the tolls on it, it seemed a great advantage to the people of our communities.

But with the toll off, the bridge becomes more of an asset to Magic Valley and we, glad to see progress in any form in Magic Valley, want to herald the Free bridge as a distinct step forward.

We know the people of this territory—and we have served them extensively—and we know that with such advantages they can make great strides in community development. We look forward to the finest relationships with our Northside neighbors.

We've served you well in the past . . . and this is our pledge to continue the same high class service in the future

CONOLIDATED WAGON & MACHINE CO.

To the officials of the State of Idaho and all others who helped to secure the FREE BRIDGE for Southern Idaho, may we extend our most sincere thanks and gratitude.

The shortest distance between two points— is over the— FREE BRIDGE!

Go to the Johnson Motor Co. today and investigate these ten big reasons why Nash is gaining in popularity by leaps and bounds.

1. Smart new beauty.
2. "Weather Eye" conditioned Air.
3. Genuine "Patienceproof" ride.
4. More Power on Less Gas.
5. Record breaking economy.
6. Greater safety for you family.
7. More driving pleasure.
8. Over-all economy.
9. Honest service policy.
10. More for your money.

To the officials of the State of Idaho and all others who helped to secure the FREE BRIDGE for Southern Idaho, may we extend our most sincere thanks and gratitude.

Johnson Motor Co. 207 Shoshone Street South Twin Falls

HISTORIC IDAHO SPOTS MARKED

Historic spots throughout the state of Idaho have been marked with stone monuments by the Sons and Daughters of Idaho Pioneers. Ninety-two so far have been placed in honor of the pioneers, most of them along the old Oregon Trail route.

Funds for the monuments are raised through the society's annual picnic. In memory of George Grimes, who with a party of prospectors, discovered gold in Boise basin in 1862, a marker has been erected at Grimes Pass near Idaho City. Another famous monument has been placed in Lemhi valley, near Salmon City, marking the birthplace of Saccagawea, the first woman to cross the river. This spot was also a camp ground for Lewis and Clark.

Major Lutzheim, who was sent by the federal government to establish the Boise Barracks, was honored by an Oregon Trail marker on Government Island, one mile west of Boise. It was on this island that the major and a troop of cavalry camped prior to the establishment of the barracks in 1833.

The scenes of numerous tragedies and the cemetery for many pioneers is marked by an Oregon trail monument at Roak Creek camp, 14 miles west of American Falls. At this was the historic "execution rock" on which travelers inscribed their names.

In memory of the other party of 44 persons who were killed by Shoshoni Indians at the Glinker creek west of Murphy, a trail monument has been set up on the courthouse grounds at Murphy.

First Territorial Convention. Now under construction is a monument at Parker John's cabin built in 1823 where the first democratic territorial convention was held in Boise. The monument is a joint project between McCall and New Meadows on Goose creek.

The Indians burned 60 wagons and murdered 225 pioneers bound for California in 1841. A marker has been erected at the junction of the Boise and Snake rivers, near Cascade, marking the spot where the U. S. soldiers clashed with the Shoshoni Indians in 1879, on the opposite side of the Snake river.

Other monuments have been placed west of Parma on the location of Fort Boise in 1824, at the junction of the Boise and Snake rivers, near Cascade, marking the spot where the U. S. soldiers clashed with the Shoshoni Indians in 1879, on the opposite side of the Snake river.

Also on the Oregon trail are markers at Parfield Park in South Boise, at Hansen, Id., and four miles east of Boise, where pioneers had to use rough locks on their wagons while descending from the bench.

Monument to Boise. A fountain monument has been erected at Julia Davis park in Boise in memory of the Wilson-Price Hunt Astoria party, first white people to enter Boise valley in November, 1823. One Idaho stone was shipped to Boise by the U. S. Army used in building the Washington monument.

The cabin built of drift logs hauled from the river by I. B. Pierce in 1853 has been reconstructed and preserved at Julia Davis park. The cabin built by I. N. Coston in 1863 on the Cotton ranch eight miles east of Boise has also been reconstructed at Julia Davis park.

FLOWER PARK OF 40 ACRES PINEVILLE, LA.—A new wild-rose garden has been opened as one of the most striking natural parks in the south. The garden covers a 40-acre tract on the grounds of the State Charity hospital here, and is opened to the public at all times.

Leaders in Free Bridge Move



SENATOR FLOYD W. NEALE



REP. R. E. LEIGHTON



REP. H. C. REINKE



REP. C. L. EUBMANN

Twin Falls county's legislative delegation was busy with an answer for every question and won sweeping support for elimination of tolls from the Twin Falls-Jerome intercounty bridge.

PARK TO BECOME VAST PLAY AREA

WASHINGTON—When President Roosevelt signed the Presidential proclamation designating 200,000 acres as national park in June, 1924, a far from the potential play of cities and towns near the Olympic peninsula which face Canada across Juan de Fuca strait in northern Washington.

Highest of the mountain peaks in the national park is glacier-crowned Mt. Olympus, rising 8,000 feet. It is only one of a series of rugged peaks in the Olympic mountain range.

The main forests of the newly acquired area are heavily wooded with fir, hemlock and spruce. A heavy undergrowth of moss, vines and ferns stretches under the trees due to an average rainfall of 142 inches annually.

For the botanist there are large fields of wild flowers of hundreds of species. For the angler there are many streams and lakes filled with rainbow and cutthroat trout, eastern brook trout, Beardslee trout and steelhead.

For the camper playgrounds are provided and are equipped with many large winter sports centers. When the park reaches its authorized limit of 800,000 acres, it will be one of America's finest playgrounds, park officials say.

Medical Adviser Sees Menace to Health in Styles

ITHACA, N. Y.—Comfort rather than a fashionable figure is recommended as a guide in wearing apparel for women by Dr. H. H. Devoe, assistant medical adviser of Cornell university.

"The women of Queen Elizabeth's time," he said, "were not squeamish; they did not faint at the slightest provocation but from the pressure of their foundation garments on the nerve center, the solar plexus."

"Nor did they die of broken hearts, but rather from greenitis, commonly known as chloroform, caused by the impartment of their blood. This was the direct result of pressure on the liver."

Dr. Devoe said he isn't trying to scare the women, but urged them to look behind women's fashions and to consider their effect on health. "Will a new fashion bring pressure on the waist and other parts of the body and result in shortened breathing and nervous disorders?" he asked. "Will the high heel of a cleverly styled pair of shoes shorten the leg muscles and eventually cause pain?"

Feet are important to balance and posture, and hence the type shoe worn will determine whether the carriage is graceful or ungainly, he explained. "This does not mean that frivolous fashions are taboo for special occasions. Do not make a habit, however, of the too-high heel or the too-light foundation garment, for in time they will injure health."

There are more than 23,000,000 acres of woodland in Oregon.

CHAMBER LEADER INVITES TOURISTS

Carl N. Anderson, president of the Twin Falls Chamber of Commerce, today, on behalf of the businessmen of the Magic Valley, invited our "friends from Mexico to Canada" to take full advantage of the opportunity to travel highway 22 all the way.

The statement in a full toll year. "When the rim-to-rim bridge was built across the Snake river several years ago, it was hailed with delight by thousands of people of southern Idaho and of far removed places as being of major importance to near-by points and to other points far away."

The bridge closed a gap on an important federal highway, U. S. No. 22, which was to be the north and south highway from Canada to Mexico. Travelers from the north and from the south through our country enjoyed the beauty of the Snake river canyon and congratulated us upon the completion of the bridge.

"This, was in the day of full bridges and full toll roads. In those days there were many dirt roads and some gravelled highways, with a few cement paved roads."

Changes Came. "The time came, however, when you were a straight road and widened. And more fast cars, with thousands of automobiles look to highways where only hundreds had been before. Instead of occasional travelers, there were throngs on the highways. Instead of a gasolin barrel in the rear, there were beautiful palaces that served the needs of the public. And there necessarily came a time when a bridge was considered a part of the old road."

Those who paid for their automobiles, for their license, for their gasoline, for their tolls, they should be allowed to travel the public highways, and especially a federal highway, and not be hindered by a toll bridge.

And so from north Idaho, from Canada, Montana, California, New Mexico, Arizona and Nevada came the demand that the only toll bridge on U. S. 22 should be made free. Although this demand came from far and near for a free bridge, something more was felt that people who had the bridge close to them were its guardians and must take the lead in doing it.

No Personal Profit. "People were found to make that leadership, men to whom there has been no possibility of especial personal profit. "Different men who have thought to serve their state have abolished the toll and passed it on. Others, soiled upon the proposition and held to it through the years before they could remove the toll."

During the last few years certain individuals have neglected their private concerns for the public welfare. They are known to people over a considerable part of our state. In some sections their activity has been misunderstood and has made them enemies.

Highest Honor. "Those who know men best give them, however, the highest honor for their unselfish efforts. I will leave to other people and for other occasions the naming of these men because in the naming of these men

Invites All



—Photo by The Album Carl Anderson, president of the Twin Falls Chamber of Commerce, today invited "our friends from Mexico to Canada" to travel Twin Falls-Jerome bridge.

men I am afraid I should not be certain as to whom I should put at the head of the list of honored men. And they themselves are not asking for public notice directed toward themselves, but are congratulating themselves upon the fact that they found such cordial interest and support in far corners of Idaho and in some places far removed.

"This should be a happy occasion for these men. They know that their efforts have finally been successful in shortening the distance

between important points for many, many thousands of travelers.

"Whereas so many of this community who wish to go to Sun Valley for years have been going several miles out of the way to cross the river and escape the toll, now they will go straight north from Twin Falls across the rim-to-rim bridge and through our neighboring town of Jerome and on to the slopes of Sun Valley."

To our friends from Canada to Mexico, from far and near, I give you friendly greetings and want you to know that at every stopping place along U. S. highway 22, between these two far away points, you will find friendly people who want your good-will and your traveling business."

MEXICO OFFICIAL GETS INVITATION

The governor of Mexico's Lower California has been invited through officials of the Mexican National Chamber of Commerce and Industry to attend the dedication marking the lifting of the tolls from the Twin Falls-Jerome bridge. Twin Falls mayor, Joe Koehler, announced.

"Mexicans," the mayor explained, "are interested in lifting tolls on the States International highway route of that extends from El Paso, Texas, to Mexico."

Invitation to the Mexican government was extended through two delegates to the Four States highway meeting at Las Vegas, Nev., Monday. The delegates were Pablo Landeros Loreto, secretary of the Mexican chamber of commerce and industry, both are residents of Mexico and big for the 1941 convention of the Four States highway association for Mexico.

The Lower California governor previously had approved an appropriation of 1,000,000 pesos for extension of the highway from Mexico to San Felipe, and when he learned of the favorable response at the Las Vegas convention to Mexico's invitation, he increased the appropriation to 2,500,000 pesos. Mr. Koehler said, "on the Mexican coast, is a famous fishing resort. Work already is in progress on the Central-San Felipe highway."

proportion to 2,500,000 pesos. Mr. Koehler said, "on the Mexican coast, is a famous fishing resort. Work already is in progress on the Central-San Felipe highway."

Now... travel the length and breadth of our IDAHO, the Gem State TOLL-FREE

Soon we will be moving to our own new location on two corners of Second Avenue and Second Street North in Twin Falls. The garage will be across from the city hall and will afford the residents of Magic Valley one of the finest equipped garages in the state for care of their motor cars plus a modern show room full of new Buicks.

The used car lot will be kitty corner from the city hall. Here you will find a large stock of really good used cars.

Let's go ahead with Idaho!

MILES J. BROWNING Incorporated BUICK Twin Falls

Greetings

to our "northside" friends and neighbors

We look forward to visiting YOUR northside and we extend a hearty invitation for you to drop in at our shop at your earliest opportunity! Removal of the tolls will prove of mutual benefit!

Kugler's

—Jewelry— "Rues" Thomas, Mgr.

NO FOOLIN'

The free bridge is the biggest single Magic Valley step forward since the first pioneer crossed the river after gazing across the Snake Valley and sighing: "Impassable."

Congratulations to all who aided in removing the toll. The entire section stands to benefit immensely from increased trade from outside and advanced cooperation within.



TO BE HONEST WITH YOU....

We're certain you can't find a better place to buy hardware, sporting goods, paints, pottery, china and glassware than at Price Hardware in Twin Falls.

Next time you're in Twin Falls, visit our new store. You'll be surprised at the diversity of our large stock... thrilled at the complete line of pottery and glassware carried in our basement department.

We feature the Marshall-Walls quality line of hardware.

PRICE HARDWARE

Across From the Orpheum Twin Falls

SHELL

flies its colors in celebration of Magic Valley's Free Bridge

This is a great day for south central Idaho, and the Shell Oil Company joins with all Magic Valley in celebrating the occasion—removal of tolls from the Twin Falls-Jerome intercounty bridge.

Our flags are flying in observance of this momentous event, the same flags that exemplify our premium products, our safety campaigns and our service to the motoring public.

A free bridge between the north and south sides of south central Idaho will afford us new opportunities to serve not only our immediate friends, but an increasing number of visitors who will now be extended an even greater hospitality by the removal of a major obstacle from highway U. S. 22.

We are confident that all of these friends will find that Super Shell Gasoline and Golden Shell Motor Oil will make their motoring all the more enjoyable.

It's a great day, and the colors of Shell are flying.

SHELL OIL CO.

Ray J. Holmes, Distributor TWIN FALLS

Bustling, Modern Burley

Is Hub for Wide Region

Burley, county seat of Cassia county, Idaho, is a local point in that county which is the center of the Burley valley. It is a city of 10,000 people, and is a strictly modern community in every way. Officials of the Chamber of Commerce declare:

All lines of business and professional endeavor are represented, amusement facilities rank high, school facilities are of the best and there are churches of all the leading denominations among the various fraternal organizations representing the Elks and Odd Fellows east of the Snake river valley.

Burley Head



FRED J. HILL, Mayor of Burley who takes an active part in the promotion of that community.

There are three well kept and attractive parks within the city limits, and adjoining town on the east is the country club park consisting of 100 acres on which extensive improvements have been made. The park and golf course lie along the banks of the Snake river. The city of Burley owns the electric distribution system for which it has received the highest government rating. It makes a handsome annual profit from its water works system, the airport, cranberry, and four parks including the golf course.

Water for domestic purposes is pumped from a deep well and its distribution and use is strictly controlled. A low pressure pump system pumps water from shallow wells for watering lawns and gardens.

Air-Minded

Following is a survey of Burley, step by step:

Municipal Airport: Burley lies midway between Salt Lake City and Boise on the United Air Lines. The 20-acre municipally owned airport is modern in every detail with three graded runways branching in three different directions to handle landings and takeoffs possible in any wind direction.

The airport adjoins the city on the east and is well lighted and amply enough to accommodate the largest planes now in service. Amphibian planes may also alight on the adjoining Snake river.

The federal government maintains a radio directional beam service here and attendants are on duty at all times.

Highways: Burley is the junction of U. S. 30 north (Old Oregon Trail) and U. S. 30 south. U. S. 30 north connects with the Yellowstone park highway at Pocatello and 30 south goes into Ogden and points east and re-connects with 30 north at Oranger, Wyo. West entrance to Yellowstone is only 200 miles from Burley and Sun Valley is accessible on old roads, being a little more than 100 miles distant.

Irrigation Projects: The Minidoka Irrigation project in which Burley is situated was built by the U. S. reclamation service. Water for the south side is diverted from Snake river at Minidoka dam 20 miles northeast of Burley and flows about

13 miles down to the pumps. It is then lifted 20, 60 and 90 feet by three sets of great electrical pumps into three big canals.

It is estimated that not less than 75 per cent of the farms on the Minidoka tract are irrigated by water, and are equipped with electric power facilities. Government dam projects are being developed at Jackson Lake, American falls reservoir and Minidoka, all of which are under the supervision of the Bureau of Reclamation.

Key Farming: Cassia county covers 84,570 acres of which approximately 20,000 acres is profitable dry farming territory with an average grain yield of 12 to 20 bushels to the acre. In addition to the Minidoka project there are about 40,000 acres of irrigated lands scattered in small tracts among mountains and foothills, forming centers for stock raising, Oakley and the north side. Minidoka project represents about 100,000 acres of irrigated lands tributary to Burley.

Cassia County Fair: Burley, the county seat, is the scene for the fair of the Cassia county, fair and the Old Oregon Trail stampede usually held during the last days of August and the first days of September.

Ideal Residential City: Burley is an ideal residential city as well as a business city. Many beautiful new homes have been built in recent years, adding to an already beautiful residential district.

officials. It is electrically lit and piped in and is a minimum cost. Burley is a city of 10,000 people, and is a strictly modern community in every way. Officials of the Chamber of Commerce declare:

All lines of business and professional endeavor are represented, amusement facilities rank high, school facilities are of the best and there are churches of all the leading denominations among the various fraternal organizations representing the Elks and Odd Fellows east of the Snake river valley.

Recreational Facilities: Southeast of Oakley lies the City of Rocks. Southward of Burley lies the Hotter country which is beautiful and rich in rolling mountains and its plentiful supply of deer and other game. The Snake river valley in two hours drive from Burley.

Transportation: Burley is situated on the Oregon Trail. It is also a Union Pacific bus terminal and excellent bus depot facilities are maintained here. In addition to airway and highway facilities.

Articulture: Dairying is a leading industry and at Burley is maintained the Mini-Cassia Dairyman's association, a cooperative organization with over 1,200 members, a branch of the Jerome Cooperative Dairyman's associations, with five plants and over 8,000 members.

Stock Raising: Growing is a major industry with an acreage averaging 10,000 each year and with sugar factories at Burley, Paul, four miles distant. These factories employ over 600 men during the fall and winter seasons with resultant large payrolls.

Producers: For which Idaho is famous, are probably the major crop produced in the area with numerous firms—bushelling—the product—and shipping to eastern, southern and western markets.

Burley: is also the center of a great wool producing area, and large breeding operations are carried on there each fall and winter, making an additional market for the products of the farm.

Future Irrigation: On the north side of Minidoka project lies 11,000 acres of deep, fertile land for which water has already been allocated and which only awaits congressional action and appropriation to be transformed into a high production territory. This water will eventually be irrigated by pumping. Minidoka Irrigation district is located in the Snake river valley, Cassia and Minidoka. The Snake river separates the two and Tupper, city of more than 3,000 people, is the county seat of Minidoka. It lies nine miles northeast of Burley.

STATEHOOD FETE STRESSES IDAHO

Idaho will celebrate this year the 50th anniversary of its statehood. It was known as an agricultural state which, in 1929, produced 25,000 bushels of potatoes on 115,000 acres, which is more than double the national average yield. Idaho offers much to the traveler who seeks complete relaxation or interesting outdoor sports in the vast silent places of the timbered hills, the Blue Background.

Historically noted as the territory through which Lewis and Clark and Gage of the Hudson's Bay company traveled to the Oregon coast, the scene of Indian wars, the Snake river valley, the Snake valley, and road agencies, recalling tales of the roaring old Idaho days, agriculture and its vast remaining potential splendors.

In the national forest of the state are three primitive areas which are all that the descriptive title implies. Vast, unpopulated natural parks more than 200,000 acres in extent, the Spaway-Ditter Root area including 120,000 acres in the Tilly-See, Big Percy, Cheney and Lolo national forest; the Salmon central Idaho primitive area including 125,714 acres in Idaho, Payette, Challis and Salmon national forests; and the Sawtooth primitive area covers 201,000 acres in Boise, Sawtooth and Challis national forests.

Plenty of Game

Offering a natural habitat for game, the areas contain more than 10,000 deer, and hundreds of elk, moose, bear and cougar. Lakes and streams are plentifully stocked with cutthroat, steelhead, Dolly Varden, Chinook salmon and whitefish.

Five highways lead to the boundaries of these regions, but within the primitive areas there are three chains of travel for those who would really know the joys they contain. Alpenglow set the traveler down in a maze of amethyst, marveling that the first photo to show the mountains, rock-strewn ridges had "the" courage to make the initial glimpse. Peace-crests with their colorful and picturesque memories of early western life, offer the standard mode of travel, and finally, the more energetic adventures can rely on a good, heavy pair of hob-nailed boots and a leg of determination to take them where they want to go, on foot.

Pioneers Braved Dangers On Historic Idaho Route

Greatest of the westward paths trod by multitudes of optimistic emigrants seeking homes and independence on the Pacific slope where "the land is bright" was the Oregon Trail. It extended 3,000 miles from Independence, Mo., to the Willamette valley in Oregon, crossed three mountain ranges, and penetrated territory of 10 Indian tribes.

Idaho was a stepping stone to the trail. It was not the goal. Securely a man or woman who set out on the long trail had Idaho in mind as a place to live. Few passed longer than was necessary to replenish supplies, rest themselves and their animals, and gather bits of information about the promised land to the west.

More than 400 miles of the Oregon Trail were across Idaho. Some of the most touching events, some of its most horrible events, took place within Idaho. Severely a mile of the 415 miles the trail travels in modern day Idaho has not been touched with the blood of an emigrant. That trail crossed many dreary, desolate miles—some desolate between Montpelier and Parma is an established fact. Yet few pictures remain of the trail, but they are being collected with authority. "This was the Oregon Trail."

Drama of Adventure

The highway of migration, says the historian Chittenden, was more than a path—it was a migration of a people seeking to avoid host of opportunities which have come but rarely in the world's history and which will never come again.

"It was," adds Byron DeFenbach in his history of Idaho, "a flood rather than a stream; it was a flood of wind seeking its way through mountain passes; it was a great exodus, it was a roiling drama of adventure, of hope of life, '00, it was a tragedy of drovalion, of hunger and hardship, of disaster and disease, and quiet death."

The route was first traveled by the Wilson Party. First expedition in 1811. These men penetrated only that portion of it that is the navigable Snake from Fort Hall to the west and free land. It followed the river much of the distance.

First wheels to roll along the trail were hauled by the Willamans. The trail, of course, was on land. It followed the river much of the distance.

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Idaho. The year 1830 has been celebrated as the beginning of wagon traffic to the westward, but the Bonneville wagons of 1830 came no farther than a camp on Green River, Wyo.

Whitman's Trip

As a matter of record the first wheeled vehicle in Idaho was a small cannon taken down Bear river by General Ash in 1811. On the same trip Jim Lindker discovered Great Salt Lake.

Doctor Whitman very nearly didn't make it with his livestock in 30 Trail-wise adventures told him in Wyoming that he couldn't do it. They were within an eyelash of being right when the wagon broke near Soda Springs. Whitman turned it into a cart, placed the front wheels in the wagon box and pulled it over the "pass" scented horses attending the experiment would have persuaded anyone but a very stubborn character. They were a few minutes the outfit left. Mrs. Whitman's trunk in the wagon box with the front wheels, was spilled frequently in the volatile dust.

Finally, near Ingersoll the trunk and front wheels were unmoored to lighten the cart. Whitman clung to the contraption with unswerving confidence that the Oregon Trail was all for wagon. They crossed the Snake river near Green Ferry, crossed across the saw plains to the south bank of Boise river several miles above Boise valley. They followed Boise river's south bank to the present location of Caldwell, crossed the river and proceeded in miles further down to old Fort Boise. The cart was left there.

Once accomplished, even under terrific difficulties, it was bound to be tried again. Soon there was a flood of wagon wheels rolling across Wyoming and Idaho. The junk of 1837 preceded the rush. Billings was shot to pieces in the rest and middle west. Trappers who had lost nearly all their land and possessions when Andrew Jackson's inflation deflated, packed up what little they had left and made tracks for the west and free land.

Oregon Trail migration came in waves.

Oregon Trail migration came in waves.

Oregon Trail migration came in waves.

TOMATO FUNGUS PROBLEM SOLVED

COLUMBIA, Mo. — Science has produced a new tomato that seems immune to a disease that threatened the plant's existence. It was done by back-tracking to the tomato's wild ancestors and starting all over again to domesticate the plant.

The disease is a fungus growth—fusarium wilt—that is killing millions of plants a year in 44 states. But the growth apparently cannot touch the new plant developed by Dr. C. M. Tucker of the University of Missouri college of agriculture.

Investigators first tried to detect the fungus by plant breeding. They produced varieties that were less susceptible to wilt, but not entirely resistant. Meanwhile, the fungus became more prevalent.

Dr. Tucker and his associates were convinced that present-day tomatoes lacked factors that would prevent wilt and so they decided to seek wild plants with the proper characteristics. No one was certain such a plant existed.

Dr. Tucker and his associates tested many, many plants unavailably. Finally, in 1934 an emigrant in Trullin, Peru, Dr. O. N. Walcott, sent a wild tomato to the Missouri experiment station.

Dr. Tucker and his associates against a hillside, across a desert knoll, or through a rocky defile, that can be picked out. Many miles are now covered by old highway. All across Idaho are monuments and markers relating incidents that happened to the argonauts of the 1840's near the point.

Thanks..... For The Free Bridge

In behalf of the people of southern Idaho we would like to express our thanks and appreciation for the free bridge. We would like to especially thank those who worked so hard to secure it.

SEATON ELECTRIC

Gone Are These Days and the Toll



They're Pleasant MEMORIES

But We're Not Sorry to See Them Go!

Remember the time you first climbed up on the stool in front of the tin basin and experimented with Dad's razor? (That's right where he kept the strap, too!) Remember the night when you couldn't take a bath because mother punctured the laundry tub? Remem-

ber that Halloween night when Pete and Bill . . . ? Yes, even remember the afternoon you had to drive around the bridge because you had only 60 cents? They're all pleasant thoughts . . . as thoughts only. But we wouldn't want to go back.

We Congratulate the Toll-lifters

To these civic groups and individuals who make possible this progressive step—a free bridge—we extend hearty thanks. At last we people of the north and south sides may stand united, may grow into the most important section in the Northwest.

And Salute Progress

HYDRO-GAS SYSTEMS

"Gas Service Beyond the Main"

LIQUID GAS & APPLIANCE CO.

426 Main Ave. E. Twin Falls

BUNTING TRACTOR CO.

Tractors Road Machinery Diesel Engines TWIN FALLS LA GRANDE

PASSING OF TOLLS AIDS SPORT FANS

Perhaps the greatest obstacle the tolls on the Twin Falls-Jerome inter-county bridge provided was mental.

"If I had a hundred dollars in my pocket I would like to pay \$5 cents to take a carload of friends across the span to attend some north-side sporting event," a local man enthusiastically declared.

Outdoor Census Shows Idaho One of Nation's Leading Wild Game States

Few sportsmen or outdoor lovers realize that Idaho contains a prime game paradise 800,000 acres larger than Yellowstone park.

The Selway-Bitterroot primitive area comprising 1,800,000 acres, and the Salmon primitive area of 1,000,000 acres are separated only by the River of No Return.

Table showing Idaho Game Population statistics for various species including Deer, Moose, and Sheep.

As a result of returning hunters are to believe the big game of elk and mountain goat in the world are safely wandering around the Idaho mountains having got away in the same fashion as the big fish in the pool.

Game Animals Increase Idaho, at a recent date, had wood-land caribou in the counties of Bonner and Boundary, but during the unimpaired period of prohibition the last one was seen sneaking over the international line into Canada.

They Worked for Free Bridge



Senator Carl W. DeVoe (left), and Representative William H. DeWitt (right), Jerome county's delegation in the state legislature, rendered yeoman service in the cause of removing the toll from the Twin Falls-Jerome inter-county bridge.

The four main industries of agriculture, stock raising, forestry and mining the Twin Falls-Jerome section of the state. The remaining 70 per cent can well be used for recreational development, and start outside capital, recreational centers of nature, as shown by their figures.

UTAH DEVELOPS GILSONITE ORE

PROVO, Utah—Gilsonite, one of the least and most rapidly expanding mining products, is contributing to Utah's income as the raw material is found in this state in quantities large enough to be of commercial value, mining leaders here report.

Most recently found use of the rare product in the state to handle the hard dried oil ore. It is a black, sticky, tar-like substance which is used in the manufacture of products such as paints, lacquers, varnishes, rubbers, battery boxes, roofing material, photographic resins, etc.

DAYNES MUSIC CO. OF IDAHO

The Free Bridge Opens The Road To COOPERATION

This geographical section has untold wealth in agriculture, a sportsman's and tourists' paradise. The toll barrier, the toll on the bridge, to making this a tourist's mecca is removed—if we cooperate.

Music Opens The Road To HAPPINESS

Through the ages, since Pan first sent the warring nois from his pipes across sundry valleys, music has given happiness and relaxation to the world.

Special Offer Why not join our accordion school immediately? Mrs. Edith Schroeder, our accredited teacher, is a native of the Midwest.

Make Your House Your Home

OWN A PIANO SEE "Home of the Steinway"

DAYNES MUSIC CO. 118 Second Street West OF IDAHO Twin Falls



"Let's Give Magic Valley A Big Hand!"

Yes... the toll is finally off! Removal of the toll from the Twin Falls-Jerome bridge, the most progressive step forward since the beginning of the tract, is an outstanding example of what can be done by perseverance and cooperative effort. To all who played a part in this important event we dedicate our sincere thanks!

COMPLETE AUTO REPAIR SERVICE

You're probably thinking of getting your car ready for a busy driving season. You want the motor checked, battery filled, proper lubrication, brakes tested. Maybe you're considering having the dents straightened, a complete paint job or those worn tires replaced.

CHEVROLET FOR 1940 EYE IT - TRY IT - BUY IT READ THE WANT ADS

EXTENSION OF U. S. ROUTE 93 OPENS

Canada's greatest scenic highway, the magnificent Grand Teton Highway, which is an extension of the Four States U. S. highway route 93, will be opened formally to traffic next July 1, Dominion day.

SKILL VITAL FOR CAMPFIRE COOK

Every man gets a primer-trill out of cooking his own meat over a fire in the woods after he has spent the day hunting.

Just in pungent aroma and delicious flavor of meat broiled over a hot log of a wood fire. You will never realize how good food can be until you have transformed it with a little skill on the grill.

The first thing a camp cook should know is whether he is packing into the primitive area or setting on a well-lit picnic near Twin Falls—how to broil a steak.

First, the cook should know how to broil a steak. Fortunately, there is only one infallible way to ruin, and that is to broil a steak over a fire.

How to Cook Hot Dogs. Fish are best broiled with the head and tail on. First wire them with a sharp stick of string.

Hot dogs wouldn't hold such a lofty place if they were broiled this way. Slice open the long way and flatten halves to the grid and broil.

Hot beef-steak hunters have long known the goodness of the "steak-erabbit" an original version of skewered or broiled steak.

Use a sharp stick of string around about one-half inch around a steel wire. Impale pieces of meat—any kind—about an inch square.

Broiled fish? There are several delicacies was. First, the most common. Leave the head and tail on. Fill the stomach with cracked crumbs and grated onions and sew the fish up.

Then into the kettle of cold water and fish, put your hands. Under the water it is very simple to skin the fish and bone it. Then cut the pieces, roll them in corn meal and fry.

Soaked Trout. If all things sound too involved for the cafeteria camper, why not try broiling your fish on a meat forked stick and cooking it in a toasted marshmallow style?

And this is an old way. Although the Indians were supposed to have begun it in this country, the Americans say they got it from the Indians who thought it up with grape leaves and tender lamb.

Now for the planked food method: Split the fish down the middle and lay it open. Pin it to a heavy piece of bark with the skin side lying against the bark.

For a more delicate touch, the upper side of the fish with anything you have handy—a saffron, a thyme, or a bay leaf—on the side and cut small wooden pins. Then stand the bark with the fish up on end before a good wood fire.

If the bacon has been fastened to the top of the fish, the melting fat will run down the sides and over the entire fish. When a silver of wood goes in easily after 20 or 30 minutes, the fish is done.

Both tea and coffee contain caffeine and tannic acid.

First and Last to Pay Tolls



E. J. Ostrander (left), pioneer Idaho lumberman from Twin Falls, was the first man to pay toll for crossing the Twin Falls-Jerome Intercounty bridge on September 15, 1927.

Ostrander Commends Builders of Bridge

"Although tolls on the Twin Falls-Jerome Intercounty bridge have caused some distress, the promoters who gave south central Idaho this fine bridge must still be commended."

Mr. Ostrander thus achieved a high distinction of being the first and last man to pay tolls on the rim-to-rim span structure. The toll, which is one cent, is being collected for the first time.

On Sept. 15, 1927, when the mighty rim-to-rim span was opened to traffic, Mr. Ostrander, pioneer of the Twin Falls-Jerome area, was the first man to pay his toll.

His comment on first paying the toll, in respect to his good estimate, the bridge builders was: "It is only fair that I should begin to pay the tolls for the use of the span were Charles K. Edwards, superintendent, and Gus Johnson, engineer."

Mr. Johnson has been an attendant at the bridge since the old toll system on Idaho was inaugurated. The original crew in 1927 included E. R. Sherman, now dead; Frank Kieffer and Mr. Johnson.

Employed at the present time are Mr. Edwards, who has been in charge for four years; T. J. Franklin, F. C. Dawson and Mr. Johnson.

Benefit to Idahoans. "In 1927 when the toll bridge was completed, it was probably one of the finest single projects developed locally that did directly or indirectly benefit to the people of Idaho," Mr. Ostrander said.

On New York state farms which have kept out accounts, the cost of production per bushel of potatoes for the five year period, 1924-28, was 45 cents, according to an announcement by the New York state college of agriculture.

to the National Hotel association, is 100 cents per cent; restaurants 10 per cent; retail stores 31 per cent; farmers 10 per cent; theaters 10 per cent; miscellaneous 10 per cent.

And when the Idaho business which receive the tourist money goes in on their own purchase work, etc., the tourist's money turns into increased food for almost all types of activity.

Where does the tourist's dollar go? Here's what the U. S. travel bureau says: 10 per cent for travel agents' retail expenditures; 10 per cent for transportation; 14 per cent for accommodations; 20 per cent for food; 21 per cent for other expenses.

In another form, the breakdown of the tourist dollar according to Globe Seed & Feed Co. On Truck Lane in Twin Falls.

BRIDGE SUCCESS SPURS CHAMBER

Removal of the toll from the Twin Falls-Jerome intercounty bridge was termed by Carl Anderson, president of the Twin Falls Chamber of Commerce as a challenge for Twin Falls and the chamber to carry on other such successful work.

For years, Anderson said, "Twin Falls has considered the removal of tolls from the bridge of paramount importance and the Chamber of Commerce, likewise through the years, has considered this its main objective. Not only has the Chamber of Commerce worked hard to have the bridge built, but it has also had a considerable sum of money, as can be readily indicated."

He continued by saying: "Now that the Chamber of Commerce has finally achieved the goal which was set, and the bridge tolls are a thing of the past, Twin Falls will realize that it has made a great accomplishment, not only for the city but for south central Idaho as a whole."

Compled with this fact, he must not realize that the business and residential districts of Twin Falls are crowding rapidly, that more progress is in evidence than we have witnessed for a number of years, and that tourist traffic through this district largely because of conditions ahead, will be the greatest in history.

If we are to make the most of the opportunities now presenting themselves, we must not only strive for the Twin Falls and the Magic Valley.

Young Scientist Quits His Post

BAYTOWN, Tex. — J. Wesley Simpson, 25-year-old astronomer, has deserted the laboratory which brought him a measure of prominence so that he might start from the bottom again.

Simpson, who has made a seven-year study of quasistellar objects, occupied the Lick Observatory in St. Louis.

"I realized two years ago I had done as far as I could without a college degree," he said, "so I came down here where I would not know and started digging in."

After Lee Janice Golter, a student here and there for quite some time, then Major Thomas Stewart set his shiner up for seven long years, he had been submitting his scientific papers to the editor of the journal, and some specimens had been returned to him.

He has now returned to his home in Baytown, Texas, and is planning to start a business of his own. He is now in the process of organizing a company to build a large building for the purpose of housing his equipment.

CITIZENS CLASH OVER BIG GAME

OURAY, Colo.—Ouray, nestled 7,000 feet above sea level in a little San Juan mountain park, has an elk, its name, horns and head-tail under its 707 inhabitants.

The elk hunters-to-be are a wide-eyed crowd, but the game is not so wide-eyed. They are all men, and they are all men.

They have been causing a great deal of trouble here and there for quite some time. They have been causing a great deal of trouble here and there for quite some time.

They have been causing a great deal of trouble here and there for quite some time. They have been causing a great deal of trouble here and there for quite some time.

They have been causing a great deal of trouble here and there for quite some time. They have been causing a great deal of trouble here and there for quite some time.

OURAY'S TULIP BEDS

OURAY'S tulip beds, and tulip patches, are the pride of the town. They are the pride of the town.

They are the pride of the town. They are the pride of the town.

They are the pride of the town. They are the pride of the town.

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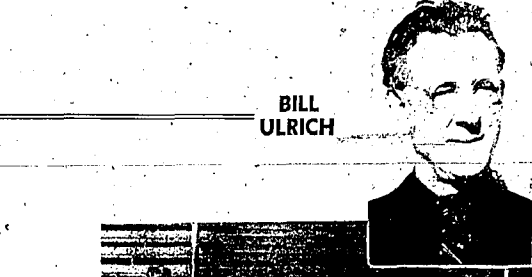
They are the pride of the town. They are the pride of the town.

They are the pride of the town. They are the pride of the town.

JELLISON MONUMENT CO.

We've served Magic Valley for 28 years... and look forward to serving an always progressive growing community.

435 Main Ave. East, Twin Falls, Idaho



BILL ULRICH, President and Owner



The Twin Falls COWBOYS

CHAMPIONS, 1939-PIONEER LEAGUE

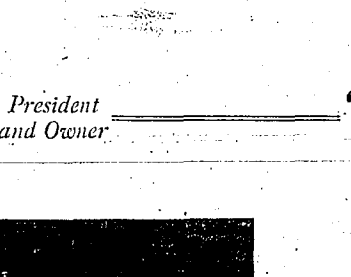
greet MAGIC VALLEY FANS

AND NOW WE CAN ADDRESS all of you in Magic Valley as Cowboy fans! Thanks to the efforts of public spirited citizens and State of Idaho officials, Magic Valley is now a united empire.

We hope that from year to year the young men in our organization will find a place in your interests.

If you enjoyed baseball in 1939—with the success of your team evidenced by their winning the first championship of the Pioneer League—we know you'll enjoy it more in 1940.

Here's to an even greater season in '40



HUGH B. PACE, Business Manager

Mayor Proud of Population Gain

PHENIX CITY, Ala. — The mayor of this Alabama city may be pardoned for pointing with pride to the population gain in the last 48 years. As a family physician, he has delivered 650 babies in Phenix City.

Dr. Ashley Floyd fixed the figure during a recent meeting. The birth rate in this city is estimated at 1.7 per cent, which is higher than the national average of 1.5 per cent.

GREETINGS... to Our Northside Customers and Friends

Through your cooperation and efforts YOU have helped in removing a barrier that has stood between the North and South Sides for too long.

We are sure the benefits that we both will receive from the toll removal will be of mutual interest to all concerned.

Look for a Bigger and Better Southern Idaho. Globe Seed & Feed Co. On Truck Lane in Twin Falls.

Twin Falls-Jerome Bridge Tolls Amount to \$750,000

Span's Maintenance And Operating Costs Listed as \$592,745

Tolls collected by the Twin Falls-Jerome Intercounty Bridge company from owners and operators of cars and other vehicles as well as owners and caretakers of cattle, sheep and hogs, and in addition all other types of toll paying groups, things or individuals amounted to \$654,785.93 for the period which started on Sept. 15, 1927 and lasted until May 31, 1936, records available for that period show.

Unofficial estimate increases that total to approximately \$750,000 through 1939.

The records also show that maintenance and operating costs necessarily incurred amounted to \$592,745.26 during the same period.

Law Maintenance
It is interesting to note that "repairs and maintenance" of the structure during that period totaled only \$10,000. The company \$4,480.29. From Sept. 15, 1927 until June 1, 1929 the maintenance and repair cost nothing, the report shows. From June 1, 1929 to May 31, 1934, no costs were recorded. Small cost of years when repairs became necessary were recorded during the period June 1, 1935 to May 31, 1936 when the records show \$18.80 was expended and from June 1, 1931 to May 31, 1932, when \$167.75 was expended.

Accountant Reports Cost of Toll Bridge Over Million Dollars

Expenditures for Construction and Equipment Listed for Commissioners of Twin Falls and Jerome Counties

Cost of construction and equipment of the toll bridge across the Snake river between Twin Falls and Jerome counties, Idaho, constructed and owned by the Twin Falls-Jerome Inter-County Bridge company including approaches and gravel filling, amounted to \$1,000,000. This information—the only information ever given by the bridge concern as to what the structure actually cost—was reported by Kane, Wash., on June 7, 1927, and was made public by the state certified public accountant who wrote to the county commissioners of both Twin Falls and Jerome counties "I hereby certify the above \$1,000,000.00 to be the cost of the bridge project as determined in said audit."

Three Contracts
The franchise, highway rights of way, etc., were required and the bridge constructed under three contracts, as follows, according to this report by the bridge company:

"Contract with the Union Bridge company dated Dec. 21, 1925 under which there was awarded the franchise dated Dec. 31, 1925 together with amendments thereto, granted to Dr. Murray J. Dwyer, president of said company, by the board of county commissioners of Twin Falls and Jerome counties, giving permission and authority for the construction and operation of said toll bridge across the Snake river between Twin Falls and Jerome counties, Idaho, which franchise together with amendments thereto, was sold, assigned, transferred and set over to the said Union Bridge company by Dr. Murray on the fourth day of August, 1936; deed to plot of ground adjoining the bridge here in Twin Falls county, highway rights of way; the results and benefits of the preliminary engineering surveys, studied, relative maps, plans and specifications together with the obligation of the Union Bridge company to furnish all necessary and requisite field engineering and advice, together with inspection and tests of material and of work in progress, both in the field and at points of purchase of material, during the preliminary stage of work and during the construction of said bridge and highways and approaches thereto, up to the time of final completion and acceptance of the project."

Consideration for this—\$145,000.
"Contracts with the Puget Sound Bridge company and Dwyer company dated Dec. 21, 1925 which provides that the contractor shall do all the work and furnish all the materials, skill, labor, superintendence, tools and machinery necessary to the completion of the project:

(A) Contract covering the substructure of the bridge defined to be everything necessary to properly complete the project not included in (B), including roads and approaches, structure, excavation, concrete, floor and railings, and booth and residence.
"Consideration for this—\$202,000.
(B) Contract for steel sub-structure.
"Consideration for this \$490,000.
"In addition the amount expended by the company follows:
"Supervising engineer—\$8,005.18.
"Interest during construction—\$74,742.29.
"Bridge lighting and pipe line—\$3,739.78.
"Highway improvements \$18,537.45.
"Garage, water plant, installation of telephone, etc.—\$1,011.00.
"Premium to contractor for completion of bridge ahead of specified date—\$124.45.
"Proportion of trustee's fees and salaries and travel expenses of company officers—\$2,702.28.
"Office and miscellaneous equipment—\$2,136.20.

Cats Expensive In Idaho In '63, Old Paper Says

Cats were in expensive article in Idaho in 1863. There have been assertions that they were used as food, but it is unlikely any were devoured knowingly by white miners. Chinese did savor a few.

The cats were imported to keep down invasions of mice in cellars and houses. Damage a mouse could do was large, considering the high cost of provisions and the difficulty in hauling them from distant markets.

Cause of the rumor that cats were a delicacy can be traced to the Boise news item in Banville City News (Idaho City) which said in its edition of September 20, 1863:

"A wagon load of cats and chickens found its way into these dignified homes or so, and found an excellent market. One brought \$10 and chickens \$5 each. Chickens have come down to \$35 per dozen, but cats maintain the former rates with an upward tendency. As long as ground-squirrels and ground mice are abundant as at present, cats will be in demand. Dogs are a drug on the market."

HELL'S CANYON 7,900 FEET DEEP

By EARLE L. JEFFER
WEISER, Idaho — Approximately eight thousand feet deep it is called Hell's Canyon. It is the deepest known cleft in the North American continent. A gash a third of a mile deeper than the famed Grand Canyon of the Colorado river at its maximum depth.

"Tributary, towering, white water surges through Hell's Canyon where the Snake river and the nearby river between Oregon and Idaho.

all would cost \$108,434 a mile and would be subject to avalanches from above and sudden rises of the river from below.

Dr. J. Wood of Weiser, a veteran Idaho civil engineer, estimated construction of a modern highway down the river would cost between \$10,000,000 and \$12,000,000.

He predicted, however, that something such a highway would be a reality and cited cavities that could be made in transportation costs for Idaho products and the availability of the road as a military highway and a scenic route.

Hell's Canyon marks the widest outflow of Grand Canyon of the Colorado but it has much more spectacular scenery.

To the east in Idaho rise the Seven Devils mountains with the top of the highest—3,381 feet. The Devil's peak—2,900 feet above the river.

In Oregon, to the west, are the Willowa mountains, called by some the Switzerland of America.

And between them is the canyon which for 40 miles averages 5,510 feet in depth and ranges down to 1,200 feet.

For 400 miles south and east of here the Snake, which rises in the western national park, flows north through wide valleys.

Reaching the Oregon boundary, the Snake river flows in a wide arc into Oregon then turns west and north to form the boundary there Idaho and Oregon.

Seven Devils peaks there gradually encroaching mountains along the river plunges into Hell's Canyon and then into the four-to-six-mile long box canyon where sheer rock walls rise directly from the water's edge.

For a hundred miles there are few human habitations along the river. It carries more water than the Rio Grande of the Colorado.

There are a few narrow, unkept trails lead into the wilderness region along the river, but there are no highways.

"The Idaho encyclopedia, compiled as a works progress administration writers' project, has this to say: "Downstream from Homestead, Ore., both the river and the gorge narrow gradually, and near Kamy Creek reaches Snake river Hell's Canyon."

"The river in this section often narrows to less than 100 feet and drops almost 13 feet to the mile. After 38 miles the canyon widens to 400 feet at a height of 200 feet above the river, but soon the walls close to form the wagon box canyon upstream from Lewiston."

"From Brush creek past the mouth of Deep creek, there is a stretch of four miles of perpendicular walls rising 2,000 feet to a bench, and then down a sheer and high to a second shelf."

"Boats can go through by portaging the stream, halting here for a few days to re-provision."

Tougher than Colorado
The trip through Hell's Canyon, one member of the group told, was "four times as tough" as similar trips through the Colorado river's Grand Canyon.

There have been proposals that the canyon be opened to railroads and highways. So far none has borne fruit.

A decade or so ago the people of Lewiston clamored for a railroad and the Union Pacific sent its surveying crews into the region.

They came out to report that a right-of-way—if it could be built at

WORK STARTS ON U. S. 93 SECTION

By CENTRO, Calif. (Special)
Good news came from Challis, Idaho, to the office of the International Paper Co., where the project of the new, concrete-reinforced work to be done by the U. S. Bureau of Public Roads on the Challis-Chatoa section of U. S. 93, pending completion of the new highway.

The new concrete-reinforced work to be done by the U. S. Bureau of Public Roads on the Challis-Chatoa section of U. S. 93, pending completion of the new highway.

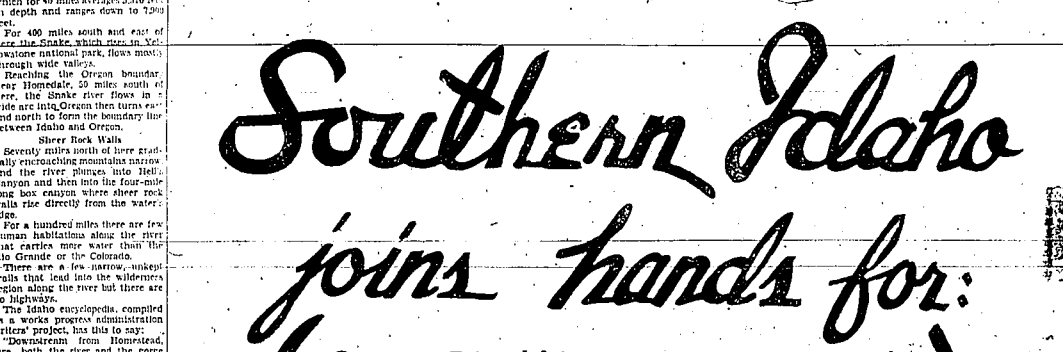
Recently Carter county completed a portion of work with the heavy grader piers and grades and drained the road in all the places where that was necessary. The work of the BPR anticipates making additional turnouts and widening the road in many places. Selected turnouts will be built on many of the old sections. The traveling public will find a great improvement in the condition of the program.

Own to the fact that the proposed Salmon river dam project has not been lapsed down and there is a possibility that it may be completed in the near future, the continuation of the reconstruction work on Highway 93 between Challis and the East Fork of Salmon river, the BPR decided to do this maintenance work this season.

It is understood that the \$17,000 allotted to this project by the BPR may be expended before the job is completed. But anyhow the department plans on making many improvements on the entire road from Challis to the East Fork section, where the road joins the new highway.

HEAT FROM ICE CREAM
Ice cream makes you warmer. Cream, sugar, and starch are used in making ice cream, and these are dried at hot foods, which produce body heat.

WITH A FREE INTER-COUNTY BRIDGE



Greater Friendship

With the toll removed from the Twin Falls-Jerome Intercounty bridge, Southern Idaho becomes one great prosperous community, no longer divided into sectional "north" and "south" sides. Now the people of this territory are confronted with no barriers. Now they are as free to become friendly and neighborly as are those of any other section of Idaho.

Greater Progress

With this new friendship will come greater opportunities for combined progress through a consolidation of aims and efforts that will work for the general benefit of Southern Idaho. Freed of one of its few remaining obstacles, Highway U. S. 93 will now play an increasingly important part in contributing to our continued progress.

Greater Prosperity

And with all this combined progress and closer friendship will come the reward of mutual understanding and endeavor—a greater prosperity for the most promising region in the intermountain west. For these reasons, the removal of the bridge toll will mark the beginning of a new era for all of us who live in Magic Valley.

WE, TOO, WELCOME THIS OCCASION

The bakers of Butter-Krust Bread have grown with Southern Idaho and shared in its prosperity, until their products now enjoy the greatest popularity in Magic Valley.

Naturally we are proud of this achievement and the part we have played in the general progress of this community. And naturally we are thankful for removal of the toll from the Twin Falls-Jerome intercounty bridge which has served as an obstacle in the operation of our distribution system.

For this and all of the many other benefits that will result from having a free bridge, we are glad to join in celebrating one of the most important developments in the progress of Southern Idaho.

It heralds greater friendship, progress and prosperity, and like it will effect all others in Magic Valley, we are spurred to even greater enthusiasm in our policy of producing the very finest bread that's available.

The BAKERS of



BUTTER KRUST

SS AT TWIN FALLS
BODY SHOP HARNES SHOP

Thanks FOR THE Free Bridge
Warberg Bros. COAL & TRANSFER

For 31 Years
We have always enjoyed the best of relationships with the people of the north side of Snake River. Nearly a third of a century ago we started business in Twin Falls with a harness shop. That business still survives, and numbers among its customers many of the first southern Idaho farm families. Our automobile body department, too, has been built upon solid relationships, and with the coming of the free bridge, we expect to extend our service even farther.

SHEPHERD SIGHTS TRAVEL INCREASE

Addressing the throng assembled at exercises marking the dedication of the Twin Falls-Jerome inter-county bridge on Oct. 1, 1927, one of Jerome's outstanding citizens, H. E. Shepherd, president of the Idaho State Chamber of Commerce, pointed to wealth of natural resources within a radius of 400 miles, and declared:

"Here is a field of ample opportunity for ourselves and our children and a great field for all of us to work in."

Mr. Shepherd was asked for comment on the opening of the bridge as a toll-free span. He said:

"The purchase of the Twin Falls-Jerome bridge, making it free for all travel brings to mind the many past efforts to overcome the barrier separating the great 'South and North States.'"

Recalls Efforts



H. E. Shepherd of Jerome, recalling early efforts to overcome the canyon barrier, sees highway 52 as "one of the great arteries of western travel" following removal of bridge tolls.

Interesting Facts

"There are some interesting facts connected with the construction of this bridge. Some of these were brought in the discussions to determine the type of bridge it was at the time the use of the steel truss was being considered to play an important part in the transportation of farm products and the load factor of the bridge would be called upon to support was the question. We tried to look ahead and provide for the future. So the present bridge was designed with that in mind. It will not be difficult to increase the strength of the bridge should our highways eventually be built to support much heavier traffic than now in use. This increased the cost of the bridge, but in my opinion, was wise."

"It is interesting to know that those in charge of construction exercised such care in protecting the men employed that no man has been killed or injured except after the bridge was completed and the painters were at work when one man broke his arm. This is an unusual record for a job of that kind."

"Those who are present at the time the bridge was opened to travel back in 1927, will recall that Mr. L. B. Perrine was the only one to get part in the exercises. I thought at the time that it would mean to the bridge deep down in the canyon the Blue-Lakes ranch, which up to that time had been the only bridge over the river for some distance and from which she and 'I. B.' had derived considerable income from tolls and which would be lost to them. She expressed great pleasure that the people would have this improved means of travel, as this zone on and this great area has continued to develop. It has been found that barriers to free inter-county and travel must be removed. So in turn have the builders of this bridge been called upon to forego the returns expected from their enterprise and efforts and make their contribution to the growth of this large part of Idaho."

"Nothing remains to prevent highway 52 from becoming one of the great arteries of western travel. Much that this will mean to this area, by far the greatest good will come from improved local markets, new industries and increased prod-

Valuable Jug Was Regarded As Just Clay

METRO. Cult-After carrying a curious, yet apparently worthless, clay jug around in the back of her car with other odds and ends Mrs. C. L. Breeding of Mariposa county recently found it to be a valuable antique.

She now keeps it in a safety deposit box.

The jug was a wedding present to Mrs. Breeding from her husband, who found it 25 years ago in the now-covered Sierra Nevada mountains.

A prospector, prompted by curiosity, made a study of the jug and declared it to be the only one of its kind in the country. Experts said it probably was made by Prehistoric Indians and brought here by the Spaniards in 1627.

The vessel was exhibited in the museum of Fresno State college for 12 years but only with a question mark. Standing about a foot high, the gray, disc-shaped jug had, instead of an opening at the top, a glowing face decorated with a hook nose and big eyes. The face is crested with five small spouts.

Magic Valley Firms See Big Saving in Toll-Free Twin Falls-Jerome Bridge

Approximately \$15,000 Expenditure Removed, Survey of Companies in Local Area Discloses

Savings approximating \$15,000 annually will be realized by firms operating from Twin Falls in serving customers of the Magic Valley with the removal of tolls from the Twin Falls-Jerome inter-county bridge, a survey of business houses revealed.

The \$15,000 estimate of total savings is comparatively low in eleven business houses, stage lines, transfer lines, cooperative organizations, commission companies and wholesaler-sellers interviewed on the extent of their expenditures on tolls during a 12-month period revealed that \$2,220 had been debited to year 1927.

One of the principal beneficiaries from the removal of tolls will be the Jerome Cooperative cranberry. Other in directors' meetings the subject of tolls has come up for discussion and farmers on the board have demanded the fact that 4200 a year was paid for the right to transport cranberry produce between Twin Falls and Jerome county plants.

Removes Burden

Row E. Smith, Jerome, manager of the Jerome Cooperative cranberry in this section, said that "removal of tolls removes a burden from us."

A saving was also noted by M. M. Daniels, manager of the Twin Falls Livestock Commission company for cattlemen.

"Our firm handles about 20,000 head of cattle each year, he explained.

"Of that number, about 7,000 come by truck over the Tinneloom span. On the basis of 10 cents a head on a truck and 25 cents toll per truckload, it would cost 4325 annually to bring the stock to market," Daniels pointed out.

Charles comes to Twin Falls from Fairfield, Hill City, Mackay, Carey, Wendell, Jerome and Gooding.

Franklin managers, pointing to the tolls, said that "we are practically over a barrel in using the

UTAH PIONEERS TRADED INDIANS

SALT LAKE CITY, Utah — Mrs. Anthony D. Lund, Salt Lake county recorder, revealed that historical records of the Daughters of Utah Pioneers show there was trading in Indians and Mexicans in the early days here, although slave trade never was legal in Utah.

Early Mormon settlers had a humanitarian motive in buying Indian parents sometimes killed their offspring when their families became too large, so the settlers arranged to trade livestock for a young boy or girl to save the children from death.

While searching records for real estate information an employe of a local abstract firm also came across a copy of a bill of sale for a Negro boy in a book containing transactions for the year 1820.

Records here also show that two Negroes accompanied Brigham Young's pioneer company into the Salt Lake valley in 1847, but they were not allowed.

The 6,500 plating establishments in the United States and Canada consumed more than 6,000 tons of nickel for nickel plating during 1928.

\$2.9 in tolls during the 12-month period just past.

Glenn Seed and Feed company added \$200 to the toll tolls and the Intermountain Seed and Feed company contributed another \$100.

During heavy marketing of the wool season the Ralph Pink company forfeited \$125 in tolls and in the coal business the Eye-Avant Coal company.

All of the tolling tolls on the span paid out more than \$100, south side of the span, however, Interbusiness in Jerome, Gooding, Shoshone and north through the Snake valley, will find great relief from the tolls.

AN "AD" WITHOUT A SIGNATURE

written from the woman's angle



we're for progress, too!

Progress TAKES A BIG STEP FORWARD

CONGRATULATIONS Southern Idaho on the biggest step the State has ever taken. A step that will bring closer together the relationship between the "North and South" . . . side of Snake river. We are looking forward to more friendly cooperation in Southern Idaho and many trips to the other side without the added expense of a toll.

Thanks For The FREE BRIDGE

Conn Instruments

have progressed since 1888

Conn is the largest band instrument factory in the world, 950 people employed, 20 of this number are working in the research department every day. Like the automobile, the airplane, the mighty battleship, research plays an important part. Today the Conn factories are turning out the finest band instruments known to man.

Did you ever see a genuine Strad Violin? You have noticed Gibson guitars, or other high priced instruments. Baldwin or Steinway pianos. You don't find any ginger bread or fancy trimmings, on such instruments. No! And you won't find it on CONN.

Dumas-Warner

MUSIC CO.

"The Exclusive Music Store"

Heralding progress isn't just a man's job . . . we're for progress, too . . . many of us have shopped through the old-fashioned packing box age to the age of modern displays and well decorated shops . . . through the sketchy selections of one to the wide assortments of the other . . . certainly we appreciate progress . . . whether it's the stupendous stride attained by a community in celebrating the lifting of the tolls from an important bridge or whether it's effort put forth by one shop to serve its customers better . . . that's why "among us girls" we say that the Mayfair Shop is to be commended for its ability to recognize what we want and to give us the most convenience in shopping for it . . . because the stock of the Mayfair is large . . . because their prices are "right" . . . and because their store always has that inviting appearance, we say the Mayfair is a progressive shop!

The PIONEER SPIRIT

The indomitable will to move forward and progress is as much of the West as the West itself. Without that spirit the West would never have been won. And just when it seems every new means for progress has been exhausted, new pioneers in a new age uncover new opportunities.

Another Milestone

In the acquisition by the state of the Twin Falls-Jerome County Bridge, Magic Valley finds another important milestone in its history—a milestone which has been placed by those who have unceasingly worked to remove this barrier between two great communities. While this action was accomplished in what we term a modern age, the preliminary work, the planning and the plain hard work had every earmark of old time pioneering.

New Opportunity

And with the passing of the tolls from the bridge, Magic Valley finds itself with a new opportunity to become one of the outstanding territories of the West. No longer will motorists and travelers shy from our scenic wonders, our spots of interest and our fertile fields because of the handicap of a toll bridge to make travel and social activity a burden. United, now, Magic Valley can go ahead to the ultimate prosperity of all!

CLOS BOOK STORE
Which has served Magic Valley for 27 years

Northwestern Firms' Toll Rate Schedule Won Span Franchise

A. E. Kliss, of Buhl Recalls Meeting And Decision

Prominent Roles

Proposed schedule of toll rates on the Twin Falls-Jerome intercounty bridge was the issue that decided which of two rival firms would receive a franchise to construct the famed rim-to-rim span, it was recalled by A. E. Kliss of Buhl in an interview yesterday.

Mr. Kliss was chairman of the Twin Falls county board of commissioners when the board met with the Jerome county commissioners to award the franchise. He has been active in the situation since that time, serving as a member of Governor C. A. Bottolfsen's Idaho state toll bridge committee that recently negotiated successfully for purchase of the span and removal tolls.

Met at Jerome
"W. F. Brecken and Ivan G. Lincoln were other members of the Twin Falls board of commissioners," Kliss recalled. "We met to decide the franchise matter at Jerome. Members of that board were John P. McIntyre, chairman; H. C. King and Howard Bodenhorn."

"Dr. D. B. Sittman of New York with Frank R. Dravo of Pittsburgh offered one proposal to build the span. R. M. Murray, builder of the Hansen bridge, was backed by the Puget Sound Bridge and Driveway company of Seattle and the Bridge company of Portland in the other application for the franchise. "The night of December 21, 1925, for a hearing on the franchise, the two boards met at the alternate proposal, several days later by as the two factions explained the purpose of the bridge they intended to build. Plans for furnishing the bridge over to the counties after a specified number of years and other items.

Toll Rate
"Then came the question of the toll rate. Murray's toll rate schedule was considerably lower than the one proposed by the Puget Sound contractor.

"Suddenly, just before midnight, the easterners declared that they would not consider constructing the span if it entailed placing tolls at a lower rate.

"They withdrew and the Seattle-Puget construction firm was awarded the franchise," Kliss said. Mr. Kliss, who has been interested in furnishing in Twin Falls since he came here in 1910, recalled that a far different attitude prevailed in 1925 and 1927 in regard to toll bridges.

"We didn't have the WPA, the PWA and other government lending and spending agencies at that time," he said.

"There was never any doubt but what a bridge across the canyon, as near Twin Falls as possible, was needed. "But neither the state nor the county had the money to pay for one.



A. E. Kliss of Buhl has played prominent roles in both the building of the Twin Falls-Jerome intercounty bridge and in removal of the tolls. He was chairman of the Twin Falls county board of commissioners when the franchise was granted and recently served as a member of Gov. C. A. Bottolfsen's five-man Idaho toll bridge commission that successfully negotiated for purchase of the span.

"When private money was offered to construct the span, we took advantage of the opportunity and gladly accepted the fact that we must pay tolls.

"Toll bridges were more common at that time, and people didn't object. We were mighty glad to have the bridge under any arrangement.

"The company had a right to charge tolls on the bridge for 50 years, before it became the property of Twin Falls and Jerome counties, but all hoped that tolls wouldn't exist that long," Kliss related.

"It wasn't many years later until we heard grumblings on the toll and conversations were heard urging the state to purchase the bridge," he added.

"Investigated Thoroughly
The Idaho toll bridge commission, with Governor Bottolfsen, Mr. Kliss, O. C. Sigel, Governor Hope Hill, Caldwell, and S. L. Thayer, Jerome, investigated the matter thoroughly, attempted to save the taxpayers money and reach an equitable price to the state and the bridge company."

"We found the bridge company and its president, Mr. Bruce C. Shortt of Seattle, most agreeable in all matters concerning purchase," Kliss said.

"Tolls were removed for the best interest of the people of Idaho. As a private citizen, who used the bridge many times, I know that all motorists and businessmen welcome the removal of the tax," he concluded.

"In addition, Bluo Laksa boulevard north from the city, although paved, is in too poor shape for adequate maintenance. Now, surfacing probably will be required."

"If federal aid comes in the bridge purchase are secured, it is expected that much or all of this aid would come through road assistance. In that event, a portion would undoubtedly go into improving the routes directly connecting the bridge.

A Vermont woman has written to St. John, N. B., asking for "certified copies" of the Idaho land in the Old Loyall's Burying ground there. She apparently meant copies of the entries on memorials to certain ancestors.

Original Bridge Franchise Gave Bikes Free Passage

Records Show 'Any Persons Going to or from A Funeral or School' Exempt From Payment of Tolls

The bicycle had a break when the tolls were collected on the Twin Falls-Jerome bridge. A survey of the original franchise, as preserved in the records of the structure, shows that bicycles could be ridden across the structure without charge. The one who pedaled the bicycle paid five cents for the crossing but "the bicycle went toll free."

Horses, however, were not so "lucky" and their owners had to pay for their "walk" across the structure.

The schedule of toll collection shows that a one-horse wagon and driver could cross for a fee of 25 cents but if the wagon had two horses attached (whether in front or rear) the charge was 40 cents. Each additional horse above the number of two cost the owner 10 cents more.

In the matter of trucks the charge was 50 cents for two tons or fraction thereof with another 25 cents added for each ton over that amount.

Cattle, sheep, horses, or persons, were assessed 10 cents each. Or less, that is the owner was assessed. Sheep and hogs were walked across.

The franchise further stated as follows:

50 Year Period
"That said franchise shall continue and be in full force and effect for a period of fifty (50) years from and after the date upon which it is granted by the said boards of county commissioners of said Jerome county and Twin Falls county, unless sooner terminated under the provisions hereof, the laws of the date of issue or by agreement; and at the expiration of said period of fifty (50) years this franchise shall terminate and the grantee's right to collect tolls and all other of his rights, hereunder, shall immediately cease."

Provision was made in the original franchise for the counties of Twin Falls and Jerome to purchase the structure if they saw fit to do so. This clause follows:

"That said bridge may, at the option of said counties of Jerome and Twin Falls, be purchased and taken over at any time after the completion thereof, upon payment to the owner or owners of the franchise, in lawful money of the United States of America, the reasonable value of the entire structure, equipment and appurtenances at the time of the purchase, provided that the said option shall be exercised by a resolution passed by the chairmen of county commissioners of the said county of Jerome and Twin Falls, and payment made before possession is given."

These Were Signers
The original franchise was signed by the following individuals: Board of county commissioners of Jerome county, J. P. McIntyre, chairman; H. C. King and Howard Bodenhorn.

Board of county commissioners of Twin Falls county: A. E. Kliss, chairman; Ivan G. Lincoln and W. F. Brecken.

Attorneys were given by C. A. Varnum, clerk of the board of county commissioners for Jerome county and C. C. Sigel, clerk of the board for Twin Falls county. The entire franchise together with the signatures, hereon as attested, by Charles A. North, Twin Falls.

The original franchise was entered into on Dec. 31, 1925 while an amended franchise was made and signed on July 15, 1925.

Girls Defy Death to Explore Huge Bridge

"Four Twin Falls young women, climbing out for the great bridge, placed their lives in jeopardy, and incidentally, raised their clothes, in order to demonstrate the vast proportions of the 'Hansen' structure," appeared in the Twin Falls News after the dedication of the bridge.

"Today, at least 100 of those girls are married and settled. The ones who were working under such dangerous circumstances. They climbed cool and collected while climbing around in dizzy heights on the highest bridge in the world."

The modern pictures taken at that time were broadcast throughout the United States and other countries by the International Pictorial News and Hearst's Pictorial News.

Metro-Goldwyn-Mayer News produced by the International Newsreel also covered this event.

Those young women, who dared death to take pictures of the span were Miss Helen Homnid, Miss Fern Duhl, Miss Gladys Colner and Miss Crystal Glinch. They went all morning climbing over the huge steel girders and beams of the bridge—at many times being several hundred feet over the canyon floor and Snake river's waters.

Today Miss Homnid is Mrs. Benoit Sparks of San Francisco; Miss Glinch is married and has moved away from Twin Falls; Miss Gladys Colner married George Warner and lives in Los Angeles, Calif. and no record was found of Miss Fern Duhl.

The report in the paper that day went on to describe the conditions under which those girls worked, stating that "a cold blowing wind throughout the morning made this task particularly difficult and dangerous. However, all of the young women remained entirely level-headed and scaled the steel structure without the use of any safety belts, ropes or other paraphernalia, generally used by the motion picture industry in performing such feats in mid-air."

Charles R. Poyman, staff cameraman for the International Newsreel said on leaving Twin Falls: "In all my experience I have never found girls so cool-headed under

HIGHWAY MARKERS TO BE PLACED ON U. S. 93

Long an "orphan" as far as official highway route signs were concerned, the road leading to the rim-to-rim bridge on both sides of the river will see U. S. 93 markers "properly placed" immediately according to word here today from H. R. Flint, Idaho director of highways.

Mr. Flint said that placement of the signs will be the formal conclusion of the bridge purchase by the state.

Not this year . . . Although south Idahoans, and especially those in the Twin Falls district, look for improvement of the route leading to the bridge now that the toll is removed, Mr. Flint intimated the Times and News that such action cannot come this year.

"Betterment of the road leading to the bridge, other than maintenance," he said, "must not be anticipated immediately as all federal funds have been allocated for this season."

When improvement of the road does come, however, it was indicated that the work will be a thorough job. Mr. Flint said that since he himself "is not very familiar with the condition of this section," he

First Mortgage Loans

SWIM Investment Co.

Twin Falls

For 80 years, our preferred territory for farm loans has been Jerome and Twin Falls Counties, under the Northside and Southside canals. These loans have proven very satisfactory, both to the borrowers and lenders.

The opening of the big bridge will bring these two counties closer together to their mutual profit. It ranks as one of the big events in Southern Idaho's history. All honor to citizens of both counties who have labored long to make this a toll-free bridge, and to those state officials, including Governor Bottolfsen, whose cooperation was so essential to the final consummation!



For years it was that deep wide gorge with the Snake river at the bottom . . . then it was ferries . . . then it was the toll bridge to keep the neighboring North and South sides apart. BUT NOW our hats are off to the progressive administration that has finally removed the last barrier to free travel between these two rich communities that should be as one. Here's best wishes to a greater Magic Valley united by a

FREE BRIDGE

Preserve GREAT EVENTS with Photographs

Whether it's the opening of the Intercounty Bridge or a picnic with your friends! Be on hand with your camera to snap festivities!

All great events in your life — your trips — should be preserved with photographs! Great moments in the life of your children, your family. You'll thank your foresight in having a picture taken!

Film—Developing
Printing—Portraits

YOUNG'S STUDIO

TWIN FALLS

Another Step FORWARD for SOUTHERN IDAHO

We sincerely congratulate the State of Idaho, the bridge company and the bridge committee on the removal of the tolls from the Jerome-Twin Falls Inter-County bridge. The first progressive step was realized in November 1925 when actual construction started on what was then the highest bridge of its-kind in the world. Now comes another step forward for southern Idaho . . . the purchase of the bridge by the State and the removal of the tolls.

Barnard Auto Co.

Chrysler Twin Falls, Phone 164 Plymouth

Krengel's Hardware for

- General Hardware
- Heavy Hardware and Mill Supplies
- Builders Hardware
- Public and Supplies
- Electrical Supplies
- Plumbing Supplies
- Type and Pipe Fittings
- Welding Supplies
- Metal Roofing and Sheet Iron
- Bar Iron and Steel
- Hardwood Lumber
- Wire Fencing and Nails
- Paints and Stains
- Perforated Stone Pumps and Equipment

Krengel's Shop for

- Machine Work
- Electric Welding
- Acetylene Welding
- Blacksmithing
- Manufacturing
- General Repair Work
- Boilers and Tanks
- Ornamental Iron Work

Krengel's HARDWARE

PLANES SPEED UP TRAVEL IN IDAHO

Where Idaho's first settlers took weeks to cross the southern part of the state, some making their own trails as they lumbered over rough terrain in the covered wagon, modern air travelers of today spend the same distance in minutes.

Planes came to Idaho with the rest of the nation. An occasional barnstorming ship, crude and cumbersome, visited the state soon after the machines became practical to fly.

After the war, when plane production had been rapidly increased, the barnstormers grew more numerous, visiting fairs, celebrations and festivals. Fivepenny tickets would pay blind prices to risk their necks in these pioneer air entertainments. More spectators would come to look to marvel, to wonder what the world would think of next, but as for riding, why "I'll stick to good old earth."

Aviation's Pioneers

By 1920, fear of planes was gradually vanishing. The early barnstormers were the real pioneers of the air industry. They sent their birds soaring through all kinds of contortions in the clouds to show neck crawling thousands what a plane could do. Daredevil stunts, like rickety wing walking, parachute jumping and other spectacular feats, became a part of the show every time a plane came to town.

These were the days before regular airports. The pilot picked out what looked like a smooth pasture and set his ship down.

Although Idahoans "took" to aviation with the "bare courage," learning to fly their own planes, the state did not really become accustomed to the roar of the air motor until after the introduction of airmail flights. That came in April, 1925, when the Varney lines, headed by Walter T. Varney, arranged a mail run between Elko, Nev., and Pasco, Wash., stopping in Boise.

Leon D. Cuddeback, chief pilot of the line, carried the first mail through from Pasco to Elko, April 6, 1925. But another pilot, Franklin Rose ran into a storm in Nevada and was finally forced down near Jordan Valley, Ore. He was missing for more than 24 hours, causing grave anxiety among his associates. With the service barely inaugurated, Varney received an extension of time to better prepare his ships and equipment for the "mail" runs.

Repairs and improvements were made and service resumed. The ships at that time carried only mail, George Beck and Joseph Tall with Cuddeback and Rose were among the first pilots on the Elko-Boise run.

Passenger Service

Three passenger planes. The Varney lines inaugurated passenger service in September, 1925, with new ships. They were small cabin planes, carrying 10 passengers, with the pilot riding in an open cockpit atop the plane. The route was changed from Salt Lake to Boise, through Pendleton and on to Portland and Seattle. Within the last few years, the Varney Air Lines acquired the Varney franchise and started into the passenger flight business on a big scale with introduction of 10-passenger DeSoto transports in May, 1933. The crew was enlarged to pilot, co-pilot and stewardess. Always before, there had been but the single pilot.

Air passenger traffic increased. There were other improvements designed to add safety to air travel—radio beams, blind flying instruments, emergency landing fields, double-engineered ships, capable of flying on a single motor, up-to-the-minute weather reports.

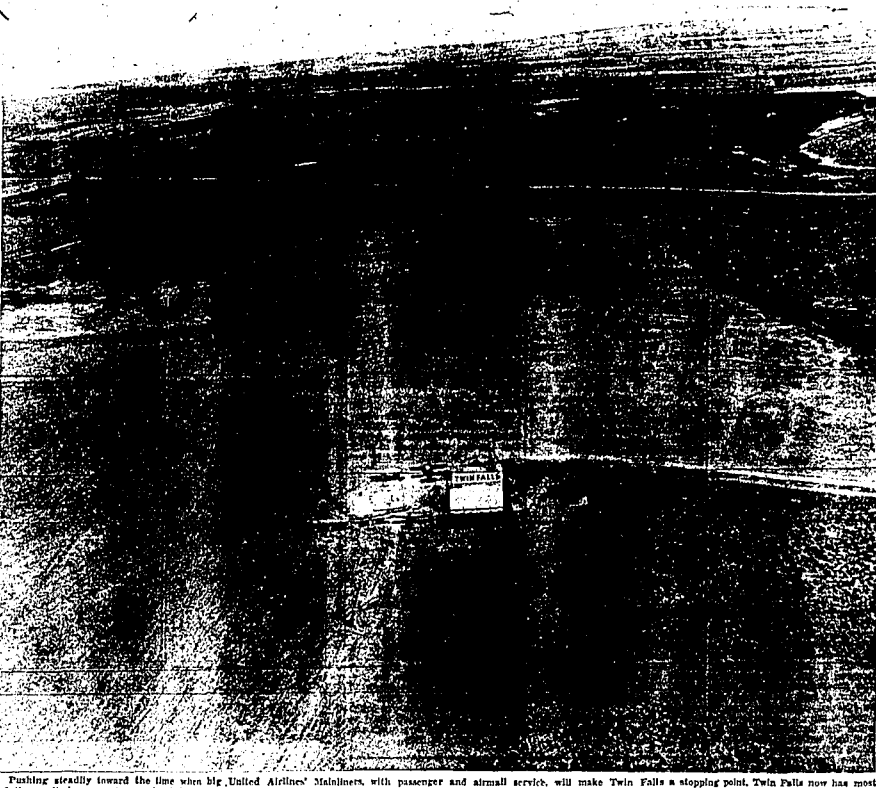
Shopper Planes

Shopper planes as well as comfort and convenience for the passenger. It was just this spring that airport planes started flying the Idaho "fun-huge, mosquito" gliding silver birds, capable of carrying 14 at a step, 21 on the day run.

In the meantime, private flying among Idahoans gained a strong foothold. The aeronautics division of the state department of public works was established in 1929 for the purpose of bringing on attractive state co-operation in aviation development.

Flying schools are being operated at Boise, Pocatello, Idaho Falls, Lewiston, Twin Falls and Coeur d'Alene. Today there are 69 airports and landing fields in the state, 222 miles of de-ice-ated air-

Another Step in Progress—Airport Development



Pushing steadily toward the line when big United Airlines' Mainliners, with passenger and airmail service, will make Twin Falls a stopping point, Twin Falls now has most of the preliminary work completed in airport improvement. This aerial view shows an idea of the runways and approach clearing work, which has been carried out. Before the task began, under city auspices, the airport was safe only for smaller planes and even those often had bumpy rides in landing and taking off. Completion of the work envisioned three modern runways capable of handling the large Mainliners.

ways, 800 miles of lighted airways and six radio range stations.

Mountain Airports

Several airports are located in isolated mountainous districts, enabling mining camps to receive supplies and equipment by air. When snow closes the highways in the winter, some towns receive their mail by plane. Atlanta and Yellowstone, both in mining districts, have taken advantage of this service.

The airplane helps the forest service fight fire, transporting both men and supplies to the fire scene. Some forests are patrolled from the air.

Three regular passenger line services cross Idaho. Besides United Air, the National Parks Airways operate two trips a day from Salt Lake to Great Falls, Montana, with stops in Pocatello and Idaho Falls. The "Northwest" Airlines crosses northern Idaho.

The old and new methods of transportation meet in Chamberlain basin, Idaho's primitive area. Planes carry men and supplies to the Indian's airfield where they are met by pack horses. There are no roads into the area.

Weather Bureau Adopts New Code

By EDDY GILMORE, WASHINGTON — If your local weather man is all wet a couple of times this summer, be patient. It isn't the heat or the humidity—he's just learning a new way to talk.

For nearly 50 years the government's weather forecasters have been looking at skies, gaging at gauges, measuring gauges, and sending messages to headquarters like: "Retrospect. Mellowing generalist. ruckt Lulla, curving common."

Other weather men know that this meant: "In Galveston, Tex., the temperature was 78, the wind from the south, dew point 70, and no rain for the last 24 hours."

Beginning July 1, that's all over. The same message will read: "50377 2082 0877421 6701."

It's all very clear—to meteorologists. "Sit down for several hours," Edgar Gilbert, chief of the weather bureau's forecast division, said today, "and we'll tell you about it."

The new code is just a plan for more comprehensive and faster forecasts. The old code was adequate, but officials feel it didn't go into enough detail, such as the new number system will make possible. And telegrams will carry the reports over the country every six hours instead of twice daily as before.

It was the man responsible for the big change is the new weather bureau chief, Francis W. Hechelder—pardon—299 451.

Colors Protective

Birds are made incipiently by protective coloration, so that they may escape their enemies and approach their prey. Recognition colors are marks of identification by birds instead of twice daily as before.

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TOWNS TAKE LITTLE HOOM

England and Wales have a combined area of 58,249 square miles; the towns within their borders cover an aggregate area of 650 square miles.

The pneumatic tire was invented in 1840.

Idaho Reservoirs Hold Total Water for Cross-Nation Ditch

If all the water in Idaho reservoirs were poured into one stream—of course, would be a very sorry thing for irrigation—it would form a canal from New York City to San Francisco 100 feet wide and 100 feet deep. That statement is an authority of the Idaho Encyclopedia, which catalogues 59 dams and reservoirs.

The earth excavated for these dams and their canal systems would build a five-foot wall along the canal from New York to San Francisco and there would be enough left over to put a peak on Table Rock.

Dimensions of the dams are as follows—damages—Pain—one—mile long, 100 feet high; Arrowrock, 1105 feet long, 330 feet high; Barton, 700 feet long, 35 feet high; Blackfoot, 250 feet long, 40 feet high; Boulder Lake, 400 feet long, six feet high; Blue Creek, 973 feet long, 20 feet high.

Black Canyon

Black Canyon, 1945 feet long, 183 feet high; Carey, three earth dams, 18, 12, and 14 feet high; Cedar Creek, 400 feet long, 80 feet high; Crows Creek, 65 feet high; Deadwood, 700 feet long, 100 feet high; Deer Flat, two earth dams with maximum height of 72.5 feet, crest of 4000 feet; Dry Creek, 240 feet long, 43 feet high; Murrain Dry Creek, earth-filled dam, 25 feet high; Fish Creek, 1000 feet long, 105 feet high; Foreman, 350 feet high; Frying, small earth dam; Fremont, earth dam—18 feet—high; Goose Creek, 1120 feet long, 145 feet high; Goose Lake, 100 feet long, 18 feet high; Granite Lake, 735 feet long, 10 feet high.

Greys Lake, 1200 feet long, 12 feet high; Henry's Lake, 400 feet long, 25 feet high; Hubbard, 674 feet long, 25 feet high; Indian earth dam, 400 feet long, 20 feet high; Little Blue, 1482 feet long, 34 feet high; Little Camas, 200 feet long, 58 feet high; Little Payette, rock-filled dam to raise Little Payette lake 18 feet; Long Tom, 205 feet long, 58 feet high; Lost Valley, 30 feet high; Louis Lake, 200 feet long, 20 feet high; Maxson, 1200 feet long, 75 feet high; Magic, 700 feet long.

CATALOGS PRESERVED

The British Museum has specimens of Chinese catalogs and pamphlets made more than 1500 years ago and still in an excellent state of preservation.

LONG-NECKED HIMALS

The African giraffe has little difficulty in reaching the leaves of trees high above the heads of all animals except the giraffe.

President Rutherford B. Hayes was a posthumous child.

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The pneumatic tire was invented in 1840.

REMEMBER THE OLD HAIRPIN TURN?

Not so long ago the old Blue Lakes Grade held its terrors for every motorist. Even in those days the J. E. White agency was providing adequate and safe insurance for Idaho drivers. If you remember the Hairpin Turn you remember the J. E. White agency. Now, with a FREE bridge, Idaho moves another step forward!

Welcome FREE BRIDGE

We would like to thank the officials of the State of Idaho and all others who took part in securing it.

Marketeria

313 SHIO, N.

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J. E. WHITE AGENCY

- REAL ESTATE
- LOANS
- INSURANCE

The FREE BRIDGE

makes Idaho a better PLACE to live.

Let a Lennox Aireflo

oil burning heater make a better WAY to live.

We are grateful for the FREE BRIDGE and would like to thank the officials of the State of Idaho and all others who made the FREE BRIDGE possible.

We look forward to a more United Southern Idaho and closer communication as well as better cooperation in the future.

BRIZEE METAL WORKS

FOR THE PAUSE THAT REFRESHES

COCA COLA

Congratulates all those who had a part in bringing about removal of the toll from the Twin Falls-Jerome Intercounty bridge.

It's a great achievement for Magic Valley.

TWIN FALLS COCA COLA BOTTLING COMPANY

A VITAL LINK...

THE destinies and interests of every Idaho community are linked together with interlocking relationships. Every obstacle that suppresses or hinders traffic between towns, communities or counties must, eventually, be removed. Every step toward this ultimate goal is a step of progress.

THE Fidelity National Bank of Twin Falls views the removal of toll charges on the Twin Falls-Jerome bridge as a definite forward stride... here is a vital link with a significance that extends far beyond the borders of The State of Idaho.

FIDELITY NATIONAL BANK OF TWIN FALLS

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

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MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

BRIDGE ERECTED AFTER YEARS OF PIONEER DREAMS

Early-Day Leaders Favored River Span Near Shoshone Falls

Story of Sacrifices and Effort, Disappointment and Realization Lies Behind Big Structure

The shadow of time has dulled the significance of the Twin Falls-Jerome rim-to-rim bridge which in the fall of 1927 was heralded as "the greatest relationship the people of two great divisions of the Twin Falls county, making for unity of effort and purpose that promises much for the accelerated permanent development of this region."

In 12 short years the toll which were at first accepted good naturedly became an economic barrier.

The span shortened the distance from Twin Falls to Jerome and the natural route for transporting all goods, but tolls retarded industry in establishing continuous route.

Some of the tolls have been removed and the bridge is destined to remain a servant of the people.

Blazing a new trail, the history of pioneer dreams, sacrifices and effort, disappointment and realization, lies behind the historic structure—once the world's highest bridge.

Location of the bridge was selected in 1920 by R. M. Murray, later chief engineer for the Union Bridge company of Portland, who then was employed as supervising engineer in the construction of the Hansen bridge, 12 miles east of Twin Falls and the first rim-to-rim bridge to be built across Snake river canyon.

The location was a little removed from the site favored by earlier advocates of construction of a rim-to-rim bridge in this vicinity.

The project was approved by the location should be at Shoshone falls, a little above the brink of the great canyon where the river enters the region's first hydro-electric power plant, used to feed lights to the site at Shoshone falls that he, as a builder, had selected as a site for the bridge.

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Home of the News in Early Days



Weekly editions were published for two or three years at this location on Main avenue south. Later the plant was moved to quarters now occupied by Twin Falls Floral company.

of the franchise holders on the ground.

On July 1927, the erection of steel girders was begun. There were no delays because of lack of material or accidents that look like. Additional workers were added and the day divided into three eight-hour shifts to speed construction.

On August 20, 1927, without formalities, the last of the massive steel girders were hoisted out and locked into position. The final gap was closed. That night snow covered the bridge from the north to the south side of the canyon.

On September 1, 1927, the first automobile crossed the bridge. James S. Keel, Twin Falls and Jerome citizen, was the driver. He had passed a series of "tests" on when the first automobile would cross. It was a Buick.

Nothing picture cameramen were present to record 50th crossing and the news rest of the nation carried pictures of Keel's drive across the "highest bridge in the world."

The bridge was formally opened for traffic on September 16, coincident with the opening of Jerome county's seventh annual fair at Jerome. One thousand Twin Falls residents crossed the bridge that day to attend the harvest festival.

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Toll Evader Faced Iron Nut Barrage

A generous supply of heavy iron nuts for a long line an important part of the equipment of the toll taker at the Twin Falls-Jerome bridge. They were hefty nuts like those used to tie railroad rails together, and they were placed within easy reach of the toll taker as he sat at his station at the south end of the bridge.

There was just one use for these nuts. They were to be used by the toll taker at car driven by motorists who attempted to speed past without payment of the toll.

There is no record that a motorist ever hit a car with one of these nuts, but, at least, the hurting of them would to a long way toward relieving the feeling of an entranced faithful servant of the bridge company.

Reported to Police Quite often calls came to the police station from the toll takers telling of a supposed violation of the toll, and occasionally police were able to overtake the offender and bring him to account. The culprit generally was disclosed without formality of appearance before a magistrate, when he changed his mind about wanting to evade the toll and preferred payment.

All sorts of devices were employed to beat the crossing—without payment of toll.

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Experimental plots show that with improved methods of soil preparation and seedling soils will produce as high as 42 bushels an acre in North Carolina in contrast with the average state yield of 27 bushels an acre.

Read The News Want Ads.

GREAT News
Southern IDAHO

No step of progress has ever done so much toward uniting the people of Southern Idaho as the free bridge. We feel that every one in Idaho will enjoy it and hope they are as thankful to get it as we are.

HOOSIER
FURNITURE CO.
"FURNITURE THAT SATISFIES"

NORTH SIDE ... SOUTH SIDE

the same opportunities await the residents of both banks of the mighty Snake

Now Magic Valley can unite in one concentrated forward move! With the removal of the toll from the Intercounty Bridge, a new milestone will be set in the fame of Magic Valley and its popularity. Our hats are off to our state officials who have acted in this far sighted manner to make Idaho and Magic Valley a better place to live in... and to visit!

Livestock Growers... Buyers... Attention!

In Twin Falls is one of the finest opportunities to buy or sell your livestock! Our huge arena will accommodate over 900 persons. Adequate yards and feeding facilities make this one of the Intermountain West's most active pavilions.

Coupled with the fine facilities offered in our yards, both buyers and sellers will find prices which are the best to be offered or had. We urge you to visit one of our sales — then plan to market your livestock where the best prices are available.

Sale Every Wednesday Every Week In The Year

TWIN FALLS
LIVESTOCK COMMISSION CO.

United WE STAND

Idaho has made many great moves in the past few years but none will compare in progress every single person in the community like the free bridge.

BLUE ARROW CAFE

A Landmark in the history of the Twin Falls Tract

Established in 1908, we had here 17 years when word was first announced that there was to be a new bridge across the Snake river. We watched the bridge progress from day to day and rejoiced when in 1927 the bridge was finally opened to traffic. We rejoice more than ever NOW with the removal of the tolls, and a distinct trade barrier, between the north and south sides.

Home of Peavey-Taber Company established in 1908 as agents for Hartford Insurance and now in their 31st year of business in Twin Falls.

For **HARTFORD Insurance**
Peavey-Taber Co.

Twin Falls Phone 201

PEAVEY-TABER CO.

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PREVENT FIRES, FORESTERS URGE

Idaho abounds with timber land. The forests provide a playground, grazing lands for livestock, wood for fuel, lumber for homes, a haven for game. Forest growth conserves water that irrigates farm crops.

A carefully treated match or cigarette can destroy all this. Fire is the greatest hazard, and yet man-made fires, caused chiefly through carelessness, are responsible for more than half of the fire losses in the woods.

Foresters urge you to protect the timber from fire for your benefit. The forests are yours. One way or another, the forests make living better for every man, woman and child in Idaho.

Smokers Cautioned Here is how you can help save the forests from fire. 1. Smoking: Smoke only white stopping in a safe place, clear of all inflammable materials, never while traveling in the woods.

2. Matches: Use your matches in a safe place, never throw them away. 3. Tobacco: Be sure that pipe ashes and cigar or cigarette stubs are dead before throwing them away. Never throw them into brush, leaves or needles.

4. Making camp: Before building a fire, be sure you have sufficient fuel. Dig a hole in the center and in it put your matches. Keep your fire small. Never allow it to burn for more than a few hours.

5. Breaking camp: Never break camp until your fire is out—dead out.

6. How to put out a camp fire: Stir the coals with a stick and drench both sides. Wet the ground around the fire. Be sure the last spark is dead.

7. Brush burning: Never burn brush or weeds unless you are sure that the fire will get away.

8. Extinguish any fire that you can. Report all fires to the nearest ranger or ranger.

Modern forestry service has arranged an elaborate and speedy system to protect the woods from fire. Forestry rangers are stationed at strategic points of the forest. The forest lookout spots are immediately informed by the dispatchers to determine the exact location. Within a few minutes, rangers usually find a small fire and are able to control it.

The spreading fire, racing through the tree tops, is the type that defies all efforts.

CCC Helps Fight Fires Perhaps a guard on his patrol through the higher timber line, he cannot extinguish alone. He, too, is equipped with spray nozzle communication facilities, and is able to put in an immediate call for CCC crews are trained in fire fighting, which helps the forestry staff of flame battling experts.

When you are on a camping trip, carry a shovel, an axe and water bucket. Foresters advise, you may be able to stop that fire that otherwise would spread over thousands of valuable timbered acres.

The forest service offers these suggestions on stamping out the small fire:

1. Cut away small trees and brush, throw them well to one side, and then, with your shovel, dig a trench or scrape a path around it 12 to 18 inches wide down to clean mineral soil. Of course, keep the fire to the highest, narrowest, or danger, but stop it.

2. Keep fire out of the forests by using the best known methods. Statistics have shown that forest fires throughout the country consume more game and fish, directly or indirectly, than the guns of all hunters and the hooks of all anglers. Wildlife makes the forests to survive.

3. Protect your forests from fire—the forests belong to you.

SHIN FOR WRITING Fencing papers hard to procure. Eugene H. King of Portland, Ore., writes: "I am writing you for the second year. B. C. introduced me to you and I have been a subscriber ever since."

CHINESE PINNERS LONG Chinese pinners in the mountainous regions of the north and south often receive the greater part of an evening's pay for smoking a pipe taken between the tubes.

Resort Chief Here's "Pal" Rogers, general manager of the entire Sun Valley development. Rogers foreman, removing logs from the rim-tow bridge would benefit both central Idaho and the Sawtooth resort country.

They Won't Have to Stop at Tollhouse Any More!



This catlike youthful feminine beauty is harvesting good time on the Twin Falls-Jerome inter-county bridge, knowing that the toll has been removed. There's no more stopping at the bridge in this fashion. Left to right, Mary Lou Glibb, Virginia Allen, Mary Lou Hoffendard, Phyllis Greenwood, Judy Jones, Pat Smith, Betty Hancock and the bridge attendants, Ed Johnson.

Toll Roads, Bridges Hurt Idaho Settlement in Middle-Eighties

Second guessers could probably look back upon highway development in Idaho and find that the state of Idaho at the outset was dilatory in efforts to set up roads for general public convenience. For it was not until just before the turn of the 1920s that the first Idaho state highway commission was created.

Equally interesting from the standpoint of the average modern traveler of the road is that when Idaho was admitted to the union in 1890 it did not have a single state road of its own.

That probably no state faced greater social economic and topographical problems than Idaho in the matter of road building. For one thing, the territory was rocky and one had to slog through it with a pack animal or mule.

Equally important was the fact that Idaho was a place of crossroads, and not of a single road. It was a place of crossroads, and not of a single road. It was a place of crossroads, and not of a single road.

Indiana Set Route On top of that, and quite naturally, too, the far-extended road early on had been stopped in their efforts at systematic road building by the state because of the construction of mountains, timber and rivers, and the state of the timber and rivers.

Yet, the small beginnings of transportation facilities in the form of trails of the Indians, trappers and hunters, eventually formed the pattern of our present highway system, which today is a network of 23,000 miles of roads and highways of various kinds, 4,000 miles of which is the main or primary routes.

These original trails, unguided by the exact science of today, were a hodgepodge of paths and ways of varying degrees of soundness and utility. In many cases, they were trails, and not roads.

Some of the trails, however, were of such a nature that they could be used for the transportation of heavy loads. These trails, however, were of such a nature that they could be used for the transportation of heavy loads.

Heavy Trails Allowed Now, however, the legislative territorial session of the legislators met at Lewiston and, among other things, decided to build a road from Lewiston to Idaho Falls. This road, however, was of such a nature that they could be used for the transportation of heavy loads.

Idaho Falls Road The road from Lewiston to Idaho Falls, however, was of such a nature that they could be used for the transportation of heavy loads. This road, however, was of such a nature that they could be used for the transportation of heavy loads.

Trappers Made Trails The first trail, into Idaho's wilderness was made by the trappers who followed the trails of the Indians and thus found the lower mountain passes, and the richest hunting grounds, and the richest sources of water.

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IDAHO—1864 Since stations of 1864 were not comfortable, beautiful ones. One station was designated "Hotel at Starvation" one thousand miles from any aid and grain, seventy miles from water, and only twelve inches from hell.

Palouse, Couer d'Alene and frequently commit depredations upon the property of the settlers and travelers, and often threaten to make a general massacre of the whites and destruction of property; that over the greater part of said route a first class military road can be constructed from Boise to Port Lapwai there is not any wagon road in the country, on what is now the Oregon trail.

Gold Brings Trappers Other explorers and missionaries followed but it was not until 1842 that the first wagon road was built from the Clearwater and Salmon country that brought it on to the spring of 1862, two pack trails were opened into the Salmon river country, known as the Slate route and the More Salmon trail.

Freight rates were as high as \$500 a ton or 25 cents a pound. The story of how emigrants and traders were harassed by the titles of gold were being sent to the United States must have brought to the minds of the people of Idaho, and the first territorial legislature was faced with the necessity of providing more adequate transportation facilities, which it did theoretically in its aforementioned Council Bill No. 7.

Complain Against Toll By this time, tolls had reached apparently a new high in cost, and apparently complaints against toll roads were increasing. For the territorial governor in his message at the opening of the second session of the legislature, expressed disapproval of the granting of further franchises for toll roads, stating that a public system of highways was preferable.

Removal Lack of Road The memorial stated that through the country being broken up by the river and the Snake River there are numerous settlements of farmers, stock raisers and miners of the precious metals that over the entire route there are no wagon roads, and that the Indians from the tribes of Bannocks, Shoshones, Nez Perce,

the PARIS Company From The Rogerson Congratulations All those public spirited citizens and every state official who took an active part in bringing to reality a toll-free bridge deserve commendation and a vote of thanks from every South Idaho county. This is indeed a step of progress which will prove profitable to all.

Fairs and Athletic Events Get Stimulus From Toll Removal

One phase of inter-county bridge toll removal has unusually emphasized the fact that attendance at Jerome and Twin Falls athletic events and county fairs will be given a powerful stimulus according to a survey of the opinion made this week on both sides of Snake river.

Quebec Is Her Capital Although eight of the nine provinces of Canada have increased the province of Quebec leads in output with nearly 40 per cent of the Dominion's annual production.

Notice Threshermen We have always enjoyed excellent relationships with north-south threshermen. Now, with the opening of the Jerome-Twin Falls bridge we will be better able to serve you than ever before.

FOR REPAIRS... SEE US Maple Shaker Arms, Maple Bearings, or any other wood repair. W. Montooth & Son 325 Sho. So., Twin Falls - Phone 378-W

The Electric Bakery, HOME OF Betty Anne Bread CONGRATULATES THE STATE OF IDAHO, AND COMMENDS THOSE INDIVIDUALS WHO MADE THE FREE BRIDGE A REALITY!

Free Bridge One of the greatest steps ever made toward Idaho Progress. A step that will undoubtedly mean closer communication and greater cooperation for Southern Idaho.

the PARIS Company Because we already recognize the fine prosperity which exists in Magic Valley, we herald the removal of the tolls from the Jerome-Twin Falls bridge as a definite step toward an even brighter future.

Go! with UNION "76" in '40 When in Twin Falls, remember the air conditioned comfort of the Rogerson Hotel and Coffee Shop make them GOOD places to rest and eat. John A. Baisch Distributor Twin Falls, Idaho

Congratulations We would like to take this opportunity to thank the officials of the state of Idaho and all others who took part in securing a free bridge.

Tarr Auto Wrecking Co. ROGERSON HOTEL AND COFFEE SHOP

City Executive Urges 'Pros and Antis' to Join in Friendship

Mayor Koehler Calls For Rejoicing Over Tolls Removal

Calls for Amity



Mayor "Uncle Joe" Koehler of Twin Falls today urged the "pros and antis" who fought for and against the free bridge to bury the hatchet and forget all ill feeling.

Freedom Belong
"Let's all year back on our two blind leads and proddin' to the whole world that freedom again reigns in the Valley between the Twin Falls and Jerome tracks," the mayor declared.

"Let the bells of joy ring glad tidings that henceforth no more tolls will have to be paid for the freedom of action of traveling between the north and the south side of the Snake river. Let's bury the hatchet of ill feeling between the pros and antis who fought for and against the free bridge."

"Each and every one of us thought we were right. This would be a mighty darn poor world to live in if we were of the same opinion."

"This brings to my mind the fact that all of us are overlooking the fact that one and only one of God's real chosen children is entitled to the full credit for making this celebration possible."

"Some of you may call him a dreamer if you wish; some of you may begrudge him the full credit rightly belongs to him, and some of you may not know that he came, he saw, he visualized and he completed it."

J. B. Perkins Unites
"I am referring to the man that God remembered and did not forget—the one and only J. B. Perkins."
"If it had not been for his foresight none of us would be here to celebrate this great event. My hat's off to you, Mr. Perkins, and I am happy to appoint you as my representative at the bridge ceremonies. I want you to have the honor of being the one to cut the ribbon over the dividing line and walk through."

Pioneers 'Sailed' Across Snake River in Wagons

In the days when the Snake river was really the Snake river—that is before the days when great dams held back much of the water which used to find its way to the ocean, crossing the stream was an event to be remembered.

And the first established crossing of the Snake was at Three Island Flat, near Glenn Ferry.

Legs Used
At that point the pioneers of the west—those en route to California for gold and those en route to what is now Oregon and Washington to establish homes and farms—lost their wagons and all the gear swimming for all they were north, across the stream.

That is, those going to Oregon and the northwest, crossing the river at that point. The cold waters, California bound, kept to the south side.

Perhaps this pioneer crossing, which is still marked on the tourist car, is best described by that pioneer known to all—Geo. Meeker.

In his book "Busy Life of Eighty Years," he writes as follows:
"About 30 miles below Salmon falls the dilemma confronted us as either cross the river or starve our teams out on our trip down the river on the south side. Some emigrants had calked three wagon beds and lashed them together, and were crossing, but would not help others across for less than three to five dollars a wagon, the party swimming their own skin."

"If others could cross in wagon beds, why could not I do likewise? Without much ado all the old clothing which could be spared was washed off, the beds ransacked, old clothes and knives were dumped up, and a veritable boat remaining and calking campaign inaugurated, and in a short time the wagon beds proved placidly, even if not gracefully, on the turbid waters of the formidable river."

Small Margin
"My first venture across the Snake river was with the wagon gear run over the wagon box, the whole being gradually worked out to mark '93."

H. E. Flint, Idaho director of highways, announced that U. S. 31 over the Snake will be completed but that improvements in the bridge leading to the intercounty bridge cannot be made this year.

SPAIN VALUABLE TO AXIS FRIENDS

WASHINGTON, D. C.—With the allied powers worrying over Italian desertion, negotiations are reported in prospect for the possible linking of Spanish forces with the military forces of Germany and Italy. Already Spain belongs to the German-Italian world-conqueror plan along with Japan, Hungary and Manchukuo. Whether the relationship between these countries, however, is one for peace or war, Spain's food and minerals, trained armies, and strategic position in the Mediterranean make her contribution a considerable one to any ally.

"Spain, predominantly an agricultural country, is a potential food basket of many calories," points out a bulletin from the Washington, D. C. headquarters of the National Geographic society. "She produces wheat and wheat products, such as bread, meat and potatoes, fish, olive oil, sugar, corn, rice, wine and fruit."

Exports Helped Finance War
"Farm products, together with minerals and other natural resources, played a significant and partly decisive role in the Spanish military effort during the conflict which was largely agricultural land, while Loyalist regions included heavily populated industrial centers such as Madrid and Barcelona. With many of the vital minerals needed by consumers therefore cut off from European sources, the result was a shortage of essential goods on one side and a surplus on the other. The resultant surplus chiefly wheat, wine, olive oil, iron and other materials to help carry on war."

"The Loyalists, on the other hand, long occupied certain southern and central areas of the country, where the Moors more than 1,000 years earlier had introduced orange, lemon and olive trees, which, along with irrigation works to make their cultivation possible in hot and arid regions. Some of these products, notably the famous Valencia oranges, were so valuable that they were sold for as much as 100 times their actual value in the Loyalist army and working population centers."

"In the field of stock raising, Spain's sheep and goat population is almost as numerous as its human population. Counted in 1934 were more than 22,000,000 sheep and goats, compared with some 24,000,000 people."

"Spanish merino sheep" are famous around the world for the quality of their wool, and the fine horses and jackasses of the country have long been exported for breeding purposes. So valuable were Spanish mules for service in the World War, in fact, that smuggling them over the border into France became a lively business."

Treasure Chest of Minerals
"Spain's mineral wealth, second only to that of agriculture, has made her an economic prize for more than 2,000 years. For centuries the Phoenicians, Carthaginians and Romans took turns dipping into the gold and silver treasure chest that was Spain."

"In the recent Spanish war, some of the most decisive battles were fought in regions with vital mineral deposits. There was the hard-fought-over central state of Ciudad Real, which in peacetime supplied nearly 50 per cent of the world's mercury. There was Oviedo in northwest Spain, with its coal and iron fields. Santander, nearby, was rich in iron. In the southwest, with the rich, British-controlled copper mines that produced more than half of all copper mined in the country before the war. One of the last Loyalist areas to fall was the northern section of Barcelona which holds much potash, coal and lead. Some of Spain's 50 provinces contain important mineral deposits."

"To metal-hungry nations engaged in hunting substitutes for many of the vital minerals needed for the heavy industries, for transportation and armaments, Spain's varied ore offers a wealth of potential supply."

Copper, for example, for lack of which Germany suffered during the World War, is widely used in the electrical industries, in motor transport, light and power lines, in the building trade, in radio and tele-communications and armaments."

"Mercury, of which Spain has the largest deposit in the world, is another raw material valuable to industry in the recovery of gold and silver, in the drug and chemical trades, as well as in the making of the most explosive. A by-product of lead, fluor spar, also is useful in making steel."

"Besides such raw materials plus an army trained in actual combat and estimated to include in May between eight and nine hundred thousand men—Spain also has the no less tangible asset, in an ally, of a strategic position. Located at the gateway to the Mediterranean, she controls territory on both sides of the narrow Strait of Gibraltar. The Spanish mainland is only nine miles across from Spanish Morocco, closer to the African continent than the British-held Rock of Gibraltar. Gibraltar is itself faced on three sides by Spanish land. It is tied to Spain on the north by a low, sandy isthmus; it looks at Spanish territory across the Bay of Algeiras on the west, and at Spanish Morocco south across the Strait of Gibraltar."

This Was Busy Ferry Before Bridge Came



It's still in operation but the busy days for this ferry have departed. It's the Shoshone Falls ferryboat which was a Snake river highlight in the days before the rim-to-rim bridge and the Hansen span. The ferry is historic in south Idaho annals. Mrs. D. T. Heier is operating it in this photo, which shows also a quartet of Twin Falls girls—Mebis Holmes, Ruby Carlson, Helen Brown and Marjorie Lash.

Rev. Dr. H. O. Humphrey, pastor of the Twin Falls Methodist Episcopal church, saw in the Twin Falls-Jerome intercounty bridge an instrument to promote stronger bonds of brotherhood.

"The minister offered the invocation to a hushed audience of 3,000 persons at the dedicatory exercises for the span October 1, 1927. Said Rev. Humphrey:
"Unto Thee, O Living God—our life grateful hearts for Thy good providence that has brought us to this occasion."
"We recognize all forces, laws and material things as Thy creation."
"We do but cooperate with Thee in the use of Thy laws and forces in the building of this bridge."
"As we dedicate this structure to human service may it serve the highest purposes intended."
"May it contribute to the happiness, the prosperity, and the safety of all who use it."
"May the traveler have Thy protection."
"May the unity and peace of these communities be preserved."
"May the prophetic visions for the greatness of this people and state be fulfilled."
"May our citizens of today and those who shall come after us be worthy of the conveniences and privileges that we enjoy."
"May these material hands of steel, untiring, never-tiring, never fail but be symbols of the stronger bonds of brotherhood that united us in Christ, Amen."

Span Called Symbol of Bonds of Brotherhood

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IDAHO'S HORSES OF GOOD BLOOD

The Idaho farm horse may be on his last legs, but he's still pretty important. In recent years the tractor has taken him down, but he's still important. In recent years the tractor has taken him down, but he's still important. In recent years the tractor has taken him down, but he's still important.

High peak in prices for horses was reached during the World War period when demands were great from foreign countries. Many a heavy span brought \$500. Wartime demand also depleted the quality of these farm horses, but scientific breeding during the past 20 years has brought the quality back.

The Percheron is Idaho's finest farm horse. This breed originally came from France and was modified with the Arab before the railway era. The Percheron was bred for the stage coach and even today is able to keep up a steady trot for a long distance. Next in popularity is the Belgian, a direct descendant of the Flemish horse.

IN 1911

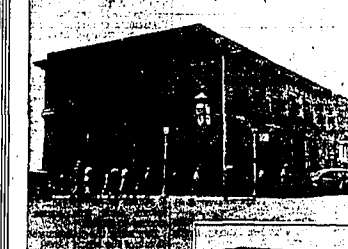
... it took half a day to go to Jerome with a horse and wagon, which was our transportation then, by way of Blue Lakes Grade.

NOW...

... in 1910, with our trucks, and by way of the toll-free bridge, it takes only 15 minutes. This time charge means a big saving for you, and so does our up-to-date equipment. Call us more often.

The Same Phone Number For 29 Years **283**

J. A. CAMPBELL
HOME PLUMBING & HEATING CO.
Twin Falls



TIED TOGETHER

thanks FOR THE FREE BRIDGE
We would like to express our appreciation for the free bridge. We would especially like to thank those who took part in securing it.

WEAVER'S TEXACO
Corner Main and 3rd Street E.

FREE BRIDGE

More Progress for Idaho

John Scowcroft and Sons Co.

Constant Achievement For Over 50 Years

Blue Pine Finer Foods
Never Rip Overalls
Mary Ann Frocks

YOUR HOME TOWN MERCHANT HAS THEM—OR CAN GET THEM FOR YOU

It is another step forward....

The history of Idaho is highlighted by scores of such progressive steps... each has contributed its share of public service to make Idaho a better state. Your banks, too, perform a public service calculated to improve relationships between towns and communities. Consider your community bank in terms of convenience and speed in closing transactions with distant or neighboring communities, just as the toll-free bridge makes for convenience and speed in travel.

The Twin Falls Bank and Trust Company, together with every Idaho family, congratulates those public spirited individuals and those state officials whose efforts are directly responsible for freeing the inter-county bridge.

TWIN FALLS BANK & TRUST CO.

—TWIN FALLS—
Member Federal Deposit Insurance Corp.

HIGHWAY GROUP BOOSTS TRAVEL

Devoted to boosting the vital north-south travel artery that annually means millions of dollars in the tills of south central Idaho merchants, the International Four States Highway association, U. S. D. 3, has mapped even more extensive plans than in the past, to large sections in Idaho, California, Montana and Nevada, according to word from Harland F. Wells, Whitefish, Mont., president of the organization.

The association this year is pushing with redoubled vigor its efforts to show tourists—by literature, by publicity and by trips with promotional programs of travel agencies—that the four states route offers scenic attractions unsurpassed anywhere.

Executive staff of the association is as follows:

- Harland F. Wells, Whitefish, Mont., president; Juneau H. Shinn, Boise, Idaho, first vice-president; Col. Ed Fletcher, San Diego, Calif., second vice-president; James Cushman, Las Vegas, Nev., treasurer; Robert Hays, El Centro, Calif., national secretary; C. D. Baker, Las Vegas, Nev., assistant to president; R. S. Toffelmire, Twin Falls, Idaho, assistant to president; F. T. Cook, Westmont, Calif., assistant to president; Walter McLeod, Missoula, Mont., assistant to president; J. J. Lopez, Merrill, Idaho, Calif., national director for Mexico.
- Steve A. Hasdale, Deseret Center, Calif., traveling director; George Campbell, Missoula, Mont., director Montana information; A. D. Kelley, Boise, Idaho, director Nevada; Clinton sector; Frank A. Gillman, Needles, Calif., director of publicity; James W. Frazier, Missoula, Mont., Montana publicity director; Randall Henderson, El Centro, Calif., director of general travel and research; A. S.

Boosts Highway



Harland F. Wells of Whitefish, Mont., president of the International Four States Highway Association and leader of a campaign for increased tourist travel over U. S. D. 3.

- Pulmer, Riverside, Calif., director of surveys; Hiland A. Hylthe, sector; Stuart G. Hawley, Texas National Road Reports, New York City, director of travel and route information; M. Graham, Brawley, Calif., director of construction; N. H. Dierbach, U. S. D. 3, Los Angeles, Calif., construction; Hal T. Chirney, Missoula, Mont., secretary for Nevada; Thomas B. Dempsey, Whitefish, Mont., assistant secretary; Roy L. Shoup, Baltimore, Idaho, assistant secretary; Oliver Deerman, Las Vegas, Nev., assistant secretary; George Krueger, Brawley, Calif., assistant secretary; C. H. Esterline, Twin Falls, Idaho, assistant secretary; Roger Gratian, Kallispell, Mont., assistant secretary; Pablo Anderson, Leticia, Montana, assistant secretary; Charles E. Rice, Brawley, Calif., assistant national secretary.

In addition to these members of the executive staff, the board of directors includes (from left): F. W. Bellamy, Salmon; A. D. Keller, Challis; Clayton A. Hanley, M. Griddle, Challis; Mrs. Acres Prakes, Stanley; W. Pat Rogers, Sun Valley; Kenneth Brown, Okanogan; Kenneth Allen (now removed to Salt Lake City); for Halley, Lambert N. Enrolling; Shoshone, A. W. Thigwell, Gooding; D. A. L'Herron, Jerome; H. P. Pajon, Twin Falls.

A FREE BRIDGE for free people

We wish to thank the State of Idaho and all those who were influential in securing the purchase of the Rim-To-Rim Bridge. It is a progressive step which will pay for itself many times over!

WONN'S Paint & Furniture Store

As the Great Bridge Nears Completion



This view of the Twin Falls-Jerome Intercounty bridge which was photographed just 18 days before the floor was laid so that the first car could be driven across the span in September, 1927, shows steel bolts shown far out over the structure were used to lift great steel girders and beams into place as fabrication of the mighty span proceeded apace.

Service and Income First In Bridge Site Selection

Report Made in 1920 Listed Advantages of Blue Lakes Location; Shoshone Falls Mentioned for Scenery

Service and income nosed out the scenic angle when construction of the Twin Falls-Jerome bridge was first contemplated, or at least when it neared the stage which lies between the "dream" and the "reality."

This is revealed in a report made by R. M. Murray, Spokane, Wash., who was given the franchise to build and operate the structure. The report was made in February of 1920, some years before construction got out of the blueprint stage and actually got underway.

In the report Mr. Murray wrote: "Taking governing factors into consideration it is apparent that the best location for the proposed structure is as indicated herein. This point is approximately 1,000 feet east of where Blue Lakes boulevard, if prolonged, would intersect the canyon. Here, the width of the canyon is about equal to the length of the structure proposed, viz. 1,250 feet.

"From this point west, to a point beyond Rock creek outlet, the canyon is wider and in some places much wider. Eastward from the bridge site the canyon is wider—slightly in some places—until one reaches a point about one-half mile below Shoshone falls.

"The only type of practical structure here (Shoshone falls) would be a suspension bridge; and to keep the cost within reasonable limits it would have to be designed for lighter loads than the ones used in computations and estimate of cost on the cantilever bridge for Blue Lakes site. The length of span required for suspension bridge here would be 1,250 feet.

"At first it was thought that a bridge just below Shoshone falls would be in a choice location especially on account of the scenic feature. However, further consideration leads to the Blue Lakes site as being more desirable from the stand-

point, the commissioners placed a guard upon the bridge for a few months. A record of passing automobiles was kept, which showed that the number of cars passing over the bridge, per week was in excess of one thousand.

"The prevailing opinion of men with whom this matter has been discussed is that the automobile traffic across the contemplated bridge would reach a figure of about three times that across the Hansen bridge. This would mean an estimated number of cars to the extent of 150,000 a year, aside from other classes of traffic, crossing the bridge.

"Total charge for each car may be estimated at 75 cents. Assuming, conservatively the annual passage of 100,000 cars at 75 cents each, the income from this source would amount to \$75,000.

"Regarding the maintenance of the structure the report reads: "With proper maintenance of the structure, it will last and be serviceable indefinitely, as designed.

"The steel work should receive one coat of paint every five years at an estimated cost of \$5,000 or \$1,000 per year for this item.

"The floor, walls of blank, with an asphaltic covering, would be good for from five to 10 years. To renew the floor and wearing surface would entail an estimated expense of about \$1,700 per annum."

"In the conclusion of the report the following is found: "The building of structure under consideration would be thoroughly

Worthy Rowboat Used for Bridge

A worthy rowboat that was used to transport men across the Snake river during early construction work on the Twin Falls-Jerome intercounty bridge, and which was also used to lay the great steel cable, one of the first steps preceding construction work, has reached its end.

A. J. Peavey, who now owns the boat, said that the 12-year-old craft now looks holed, and "probably will be chipped up for kindling wood this summer."

The one-time rowboat was a dignified craft in later years. An inboard motor was installed, deck and cabin constructed and it became a valuable addition to vacation equipment.

The boat, first used on Dierke's lake, where it lagged 12 men, is now at Pettit Island.

It was built of two-inch planks, and weighed about 800 pounds after deck and superstructure were added.

At the same time, an important piece of work, the structure would be of extensive fame as a highway bridge on account of its length and height above the bottom of the canyon.

"Some features of interest to tourists, and others are of considerable importance here.

"From the proposed bridge at elevation planned, an excellent view of canyon may be obtained in either direction for several miles."

"The expression 'crazy as a loon' refers to the wild, weird cry of the loon, a bird about the size of a goose whose ordinary note is melodious and far-carrying.

BRIDGE ADMIRER BY WAR LEADER

Among Twin Falls distinguished guests taken for a view of the canyon and the Twin Falls-Jerome bridge since its completion nearly 12 years ago was General Robert Lee Bullard, commander of a division of American troops overseas during the World war.

General Bullard came to Idaho to take part in dedication of the Memorial army at the University of Idaho at Moscow in the summer of 1921, and visited Twin Falls on his way back to his home in the east. He was a guest here of American Legion members at a luncheon and then was taken to see the high bridge.

The general admired the structure and the view, then fell into an un-

profitable and, at the same time, an important piece of work, the structure would be of extensive fame as a highway bridge on account of its length and height above the bottom of the canyon.

"Some features of interest to tourists, and others are of considerable importance here.

"From the proposed bridge at elevation planned, an excellent view of canyon may be obtained in either direction for several miles."

"The expression 'crazy as a loon' refers to the wild, weird cry of the loon, a bird about the size of a goose whose ordinary note is melodious and far-carrying.

limited conversation with another World war veteran who inquired concerning certain army maneuvers in a World war campaign. Picking up a stick, the general traced lines in the gravel at the south end of the bridge to illustrate his remarks on the subject.

Some months later, General Bullard was stricken with serious illness. A Twin Falls Legionnaire wired him a message of cheer and hope for his early recovery, and to establish identification of the source of the message, the sender noted parenthetically, "the town by the high bridge."

The general recovered and replied to the message, "I remember, he said.

"Hudson's bay is not a bay, but an inland sea.

Stamp Successful
CLEVELAND, Australia—So successful has been the "save to travel" scheme, first launched in Victoria, that it has now been adopted in every state in Australia. Under the scheme, travel stamps for trips in Australia and overseas are sold for \$1.25. They are good for travel on all the rail, sea, air and road services.

SECRETARIES TRAINED
CLEVELAND, O.—The Ohio Institute for medical assistants—the second school in the country to train girls as assistant doctors—its leaders and secretaries—is a newcomer to Cleveland's long list of schools and colleges. It has classrooms in a downtown office building.



PROGRESS

Progress should not be measured in terms of steel and brick . . . nor in terms of possession or affluence. The only real measure of progress is the progress of the happiness and welfare of a whole community . . . a whole state . . . a whole nation. And today we are celebrating a step which means progress because it will reflect itself in the welfare of not just one small community but a whole group of them!

HOME

Lumber & Coal Co.

Paint Headquarters

Greetings to our now closer Northside Neighbors

The acquisition by the state of the much discussed Intercounty Bridge marks a new step in the progress of two great communities, communities which, heretofore, have been separated by the natural barrier of the Snake river and the man-made barrier of a toll-ridden bridge. With the removal of the tolls, both communities will prosper, and in fact, a new prosperity for all Idaho, can only result.

We Appreciate the Opportunity to Serve Our Customers Easier, More Quickly With the **TOLL-FREE BRIDGE**

Among the lines you'll find featured in our store are these outstanding products. Endorsed through wide use by the farmers and other consumers in Magic Valley:

- International Trucks
- Studebaker Automobiles
- Farmer's Hardware
- Harness
- Firestone Tires
- McCormick-Deering Farm Machines

MCVEY'S HARDWARE & IMPLEMENT

McCormick-Deering Farm Machinery - International Trucks

The Self Manufacturing Co.

Serves the Entire Irrigated Northwest

THERE IS PROBABLY A REPRESENTATIVE OF THE SELF COMPANY IN YOUR TOWN

THESE ARE THE FAMOUS SELF TOOLS AND ATTACHMENTS WHICH HAVE MADE FARM HISTORY

Tractor and Horse Drawn 4-Row Bean Cultivator
Self Steel Press Corrugator
Self Alfalfa Corrugator
Self Mulcher and Weeder
Cyclone Weeder
Phosphate Broadcaster
Fertilizer Side Dressers; Both Tractor and Horse Drawn
4-Row Beet Cultivator
Self Compact Discs for Beets and Onions

Self Manufacturing Co.

Twin Falls, Idaho

FREE BRIDGE REMOVES BARRIER TO HIGHWAY DEVELOPMENT

4-States Group Sights Gains in Lifting of Tolls

Sooner or Later Our State Will Be Recognized as a Playground Second to None, Declare Members

Fact that the Twin Falls-Jerome toll bridge was a "thorn" in the side of highway and other development in this section as long as the toll remained is borne out in data prepared by the local members of the Four States Highway organization, long urging a "free" highway from Mexico to Canada through Twin Falls.

In analyzing the proposal of removing the toll from the bridge, the organization's members pointed out, "you will recognize that it has an important bearing upon the future development of the state generally. You will recognize, too, that it is designed to remove one of the outstanding barriers standing in the way of this development."

In a statement recently issued the members said: "Living in the vicinity. We all know that the people generally are in favor of making the bridge toll free, and in view of the fact that this is the only bridge of its kind in the state, the state is entitled to that consideration."

"In addition to all this, records will show that during the past year Twin Falls county alone has spent more than \$2,500,000 for the improvement of state and federal highways. Records will also show that during the same period the state has done little in the way of maintaining roads in Twin Falls county. That coupled with the fact that Twin Falls county pays approximately \$400,000 yearly in gasoline tax and 10 per cent of the state automobile license tax, which are designated for improvement of state roads generally, serves as another very good reason why the removal of this toll should be given some consideration at this time."

"Some vicious attacks were made upon the sponsors of this bill by the local press and radio. It is a large percentage of the bonds which would be benefited in the event the state purchased this bridge. However, at a hearing called by the committee this claim was absolutely refuted. It was brought out that very few bonds were held by residents of Idaho."

"If Idaho wants to take advantage of its opportunities it must keep pace with its transportation facilities. It is a great step forward. The removal of tolls on any bridge has always been an ego in the annals of highway building. This famous steel cantilever span toll bridge on the entire Four States route between the Canadian boundary and the Mexican border is the only thing that is standing in the way of making this highway what it should be."

Reasons: "Briefly the reasons in favor of having the state take over this toll bridge and making it toll free are: The Four States Highway association, recognizing the potentialities of California, Nevada, Idaho and Montana as a vacationists' paradise, is clamoring for proper development of U. S. 39 from Mexico to Canada and insisting that this toll bridge in Idaho be done away with to permit federal aid on this highway."

"Because of this toll bridge federal designation of U. S. Highway 39 now ends where it intersects highway 39 from the south. It is not picked up again as a designated federal highway until it reaches a point near the airport east of Jerome. For this intervening stretch of nearly 20 miles in length, no federal funds are available because of the government's policy regarding toll-bridges."

National News: "Hotels erected by the Union Pacific at Sun-Valley already have brought national and world recognition to Idaho as a vacationists' paradise. These hotels are operated summer and winter and consequently much of the traffic to this section will be by automobile, particularly from California and the Pacific coast states. For this reason if no other, Idaho should do everything possible to improve U. S. 39, the route over which most of this traffic will come."

"Not only will the government spend in the development of it if already has promised a 100 per cent grant for a six-foot concrete surfaced highway linking U. S. 39 from the east with U. S. 39 just east of Twin Falls, it and when the toll is removed."

Frank Highway: "To facilitate transportation of Idaho commodities to the west coast markets it is also important that this toll be removed so that U. S. 39 can be properly developed as a fast, all-weather 'truck' highway. For this reason farmers and shippers in Idaho generally will endorse removal of this particular barrier."

"From all these reasons it can be readily seen that this proposal is in no sense one of local or sectional importance alone, but a measure that directly benefits all Idaho."

"Moreover, it must be borne in mind that this toll bridge in question is the only one in the state of Idaho while at the same time the state owns and maintains some more than 400 bridges of 30 feet or more. That being the case it seems only unfair that any one district should be handicapped by such a toll bridge, particularly when it stands in the way of developing a cross-country federal highway that goes through the very heart of our state. Moreover, it is unfair to expect local taxing units to stand the expense of maintaining roads to and from the bridge because of the fact that federal aid is denied in such instances."

Selfish Reasons: "It is easy to understand what this criticism has been in connection with a proposal to free a state taking over this bridge. Only for individual selfish reasons could there be any criticism against it."

AMERICAN FALLS RESERVOIR HUGE

American falls dam, located on the Snake river at American Falls, was built to create a reservoir for storing surplus winter and flood run-off from 18,000 square miles of drainage area ending in altitude from 4,200 to 10,400 feet. Water so conserved is used to supplement the irrigation supply for about 600,000 acres of irrigated lands within the Snake river valley, located both above and below the reservoir; to furnish water for the irrigation of 85,000 acres within the recently constructed Gooding division near Shoshone and to permit in the future development of a large body of irrigable lands in the Minidoka north side pumping extension near Rupert.

Dam Constructed: The reservoir created by the construction of the dam is 25 miles long and has a maximum width of 12 miles. It covers an area of 28,200 acres and has a capacity of 1,700,000 acre feet. Complicated right-of-way problems were involved in the construction of the American falls dam. It

was necessary to move about three-quarters of the city of American Falls including the business district, to relocate two miles of the main line of the Oregon Short Line, its depot, industrial track and facilities; to relocate several miles of highway and construct new highways; to acquire about 60,000 acres of rural lands, about half of which was in the Fort Hall Indian reservation and occupied by Indians; and to purchase a large part of the American Falls property of the Idaho Power company, including more than 100 town lots, several thousand acres of farm lands, two small power plants and a large part of the power right.

The total cost of the right-of-way and improvements exceeded the cost of the dam by about 61 per cent. The dam is located about 500 feet above the Idaho Power dam, which was built on the brink of the falls several years earlier. It is about 5,200 feet long, and is divided into six sections. The dam was built by the Utah Construction company under a contract awarded Jan. 23, 1921. The work was completed in 1927, and storage of water was begun in May, 1928. The reservoir being filled for the first time in June, 1927. The total cost of the reservoir is estimated at \$7,655,215.

Idaho Farms Income Tops 80 Millions

Farming in Idaho in dollars and cents means an average annual income to the state of approximately \$80,000,000. This figure represents preliminary 1928 estimates of each income compiled by the federal crop report-

service with the explanation that, although we are not satisfied that some of the figures are entirely accurate, it represents a basis for general estimates. Wheat harvest returns Idaho farmers approximately \$12,291,000 each year. Other cash income estimates are as follows: Apples, \$1,211,000; hay, \$6,142,000; beans, \$1,218,000; all fruits, \$2,250,000; corn, \$2,252,000; clover and alfalfa, \$2,141,000; all truck crops, \$24,000,000; milk, \$11,420,000; cattle, \$7,446,000; sheep, \$7,122,000; wool, \$4,152,000; huck, \$3,914,000; chickens and eggs, \$3,537,000.

Department of Justice
I am informed that there was a widespread investigation of why it costs so much to build a house. The materials, distributed from Wasco, relates impositions. For many years, necklaces, the government matter for building material that appears to be a newcomer to the market which was \$1

HO! for the Idaho GOLD REGIONS

I will dispatch on or about APRIL 1st a large MULTITRAIN from NEBRASKA CITY, N. T. for BANNOCK and VIRGINIA CITIES, Idaho, going through in about 45 days, gaining nearly 60 days over the great spring emigration.

I have been in the business 12 years, have crossed the plains twenty-two times, and flatly through that I understand the wants of emigrants as well as any, and can take a party through with as great speed, safety and comfort as any man in the west. All danger from Indians will be avoided by route in my train as there are 150 men going with me. All well armed.

I can take ONE HUNDRED PASSENGERS, and 200,000 pounds of FREIGHT. FOR TERMS, etc., call or address me at the ADAMS HOUSE, Chicago, Illinois, where I remain in the month of last; after that date, to NEBRASKA CITY, N. T.

Refer to G. LEFFWEL, 167 So. Water St., Chicago, N. M. DUNN, Pacific House, St. Joseph, Mo.; A. P. WYMAN, Atchison, Kansas.

D. D. WHITE

Passengers will rendezvous on March 21st, at Nebraska City, so as to be ready to start at once.

companies which to have Kaiser. But Controller G. that his office will no is saving - is only a s restriction industry is to be extended through their costs can be re tracing and labor's department's in slight reduction of aiding business a prosperity of a for

Read The every day the U. S. treaties about the status run it on the final it. In some cities the "numbers" operators it to calculate the day's winner. you have never seen it. next expenses and

matched to the blanket there he was not but well as usual. "It" he show "stop that!" He had spoken. He now perceives of the corner man in a blue hands failed the pool in a good spirit. "It" he "what the devil the young man is not sure on the other might be a wall. He knew, were vicinity. He was waiting in order to see. J. Pemberton Gena himself. "If you're going to said irritably. "Even at this throwing walk it stopped, struck by "they, who are you, say? The young man came. He had gray eyes and a cent horse. "I" said this young man. "I" said "I'm a devil." "I want to know" berton. "How you young man and white dirt "I happen though I live, he b he suggest two with

SOUTHERN IDAHO CONGRATULATED

By ROBERT HAYS (El Centro, Calif., Secretary, International Four States Highway Association)

Along the 1,500 scenic miles of the International Four States Highway, 100 directors representing the opening of the Twin Falls-Jerome toll bridge as a state-owned toll-free span. This is a great step forward. The removal of tolls on any bridge has always been an ego in the annals of highway building. This famous steel cantilever span toll bridge on the entire Four States route between the Canadian boundary and the Mexican border is the only thing that is standing in the way of making this highway what it should be.

When such toll bridges are removed, there results always a greater flow of traffic. An enormous number of vacationists in Southern Idaho are going to share in the benefits of this increase. Travel invariably increases—both local and through traffic. Remember, people travel both ways. They travel from Twin Falls to Jerome and Shoshone and Malheur and they travel in the opposite direction from Malheur and Shoshone, and Jerome to Twin Falls, bringing benefits to all.

There is another important factor, and that is the hope and desire of the proponents of the Four States highway that this shall become a great interstate and international highway. Long distance travelers shun highway tolls. While the local people are forced to take the nearest and shortest route, a motorist on a thousand mile long trip can usually detour just a little from the true course to avoid the payment of tolls. In many instances this has been done to the serious detriment of the affected road.

I have in mind a highway, and a highway association, which will do little through traffic and business until the tolls of two important bridges were removed—then a highway became the greatest cut and west throughout the nation.

Southern Idaho and the great Snake Valley are to be congratulated upon their fine achievement. The chance which it gives for the unrestricted flow of valuable and profitable traffic. Today another obstacle on the four states route has been removed. Let us continue to work together to eliminate the few last remaining barriers, and complete the Four States highway from the Canadian boundary to the Mexican border, and even beyond, and make it the greatest of all western arterial thoroughfares.

Now being tested in Italy is a mechanism that will enable the pilot of a transport plane to drop his passengers like bombs if danger arises. Safety hooks, worked by an electric mechanism hold the seats and entire cabin. The passengers are supplied with parachutes and, by moving a lever, the pilot releases the passengers. The seats are so constructed that they will parachute to safety.

History of the "numbers" operators. They told me when I was a kid that anybody who strikes out his "conqueror" is a devil. Wrong.

HISTORY OF THE "numbers" operators. They told me when I was a kid that anybody who strikes out his "conqueror" is a devil. Wrong.

The above is an advertisement which a Mr. D. D. White ran some years ago in Chicago... an early factor in western development. Today, "About 45 days" is entirely too slow nor is it necessary to take along 150 armed men. Today Idaho steps forward with increased vigor, with open highways making more accessible a region of Gold in Natural resources and scenic beauty. Only a few days to Canada on the north, or Mexico on the south.

We congratulate those whose vision and tireless efforts have made possible a state-owned, FREE BRIDGE, another step forward in the completion of an International Highway connecting the Canadian Rockies, world-famed resorts, National Parks, Southern California, and Mexico. More folks are going to know and like IDAHO.

Van Engelen



'Behind the Scenes' Story of Span Purchase Reviewed

Two-Year Effort Results In Acquisition of Famed Bridge, Removal of Tolls

Legislation Authorizing Buying Step by State Adopted in 1937; Chamber of Commerce Active in Move

By O. A. BECKER

The "behind the scenes" story of the events leading up to the purchase of the Twin Falls-Jerome intercounty bridge by the state of Idaho would, figuratively speaking, fill a book. And so, it is only fitting that we go back over that story, at least hitting the high spots of the "road to freedom" for this famous structure, once the highest in the world.

On May 11, 1927, however, the state had the right to purchase the bridge under the terms of the lease for \$20,000 purchase price of \$24,000.

Chain Rejected
On June 14, 1928, the state board of commissioners rejected the offer of the bridge company filed pursuant to the lease agreement of June 30, covering the period of July 1, 1928 to June 30, 1929, by a vote of two to one. Gov. Clark voted in favor of allowing the claim while Taylor and Ira H. Masters, secretary of the board, voted against it.

Condemnation
The effect of the local chamber was directed between March 11 and July 19, 1927, toward the state of Idaho institute condemnation proceedings to acquire the Twin Falls-Jerome bridge. The chamber could in securing authorization from Hazell W. Clark, governor at that time, and the state board of commissioners for the condemnation of the structure.

Filed Stay Motion
On that same date there was filed in the federal court a stay motion to lay proceedings for the reason that on Dec. 7, 1926, the national legislature act were filed on behalf of the bridge company. These proceedings had not been terminated, and that the bankruptcy court had exclusive jurisdiction over the property and assets of the bridge company.

Filed Stay Motion
Also on July 20 a hearing was held upon the defendant's motion to stay proceedings, and thereafter a stay order was entered on July 20, 1927, District Judge J. W. Ferrer entered his order staying the proceedings in the condemnation suit until a termination was had of the bankruptcy.

Final Hearing
On March 4, 1928, a hearing was had in the federal court at Seattle on the motion of the state of Idaho for leave to continue the proceedings in the state court, and to set stay order insofar as Idaho was concerned.

Final Hearing
On April 1, 1928, a conference was held in Boise between H. C. Baldridge, state president of the bridge company, Gov. Clark, Ira J. Taylor, former member of public works, Charles G. Stout, assistant attorney general, State Bridge Engineer J. J. Byer and Marshall Chapman, Twin Falls attorney active for the chamber. The purpose of this conference was to set a purchase price of \$247,500 was agreed upon for the bridge, and that the state of Idaho would enter into a lease agreement for the bridge for one year for a rental of \$100,000 and that the bridge company was to pay all taxes, maintenance and operation, express all the bridge traffic with all other for the state of Idaho to purchase the bridge to the tune of \$247,500, and lease agreement to be entered into in the event the stockholders and bondholders of the bridge company consented, and subject to the opinion of the attorney general of Idaho as to the legality of such an agreement.

Approved Agreement
On April 18, 1928, Attorney General J. J. Byer gave a written opinion in Gov. Clark and Mr. Taylor's favor, holding that the state had legal title to enter into a lease and approval agreement for the purchase of the bridge pursuant to the terms agreed upon April 1, 1928.

Approved Agreement
On June 19, 1928, the state and approval agreement formally was entered by the state and the bridge company covering said lease for a period of one year for an annual rental of \$100,000 and granting to

Greater Idaho



H. C. Baldridge, former engineer of the Twin Falls-Jerome bridge, entered on this project after designing and supervising construction of the Hansen run - to - rim road in the Shoshone street bridge over Rock creek in Twin Falls.

Commenting on history of the Jerome-Twin Falls bridge as a free span, H. C. Baldridge, former engineer of Idaho who delivered the delivery address in 1927, extends credit where he realized success in helping to build a greater Idaho.

BALDRIDGE HAILS TOLLS REMOVAL

Governor of Idaho when the Twin Falls-Jerome intercounty bridge was completed, H. C. Baldridge of Burns delivered the dedicatory address when the big span was opened with impressive exercises on Oct. 1, 1927.

"Building of this bridge," he said on that occasion, "marks history not only for Twin Falls and Jerome, but for all Idaho."

"I am proud of your accomplishments for this bridge," he said in his dedicatory address, "and I am proud of your opportunity for doing good for yourselves and for all those who reside in central Idaho."

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"I am proud of your opportunity for doing good for yourselves and for all those who reside in central Idaho," he said in his dedicatory address, "and I am proud of your opportunity for doing good for yourselves and for all those who reside in central Idaho."

He Envisioned the Gigantic Span



R. M. Murray, local engineer of the Twin Falls-Jerome bridge, entered on this project after designing and supervising construction of the Hansen run - to - rim road in the Shoshone street bridge over Rock creek in Twin Falls.

First Idaho Solon Tells How State Got Indian Girl's Name

Idaho was a proper name long before it was used to designate the western territory and the state that has given the word greater prominence.

The following article written for the Idaho Journal in 1889 by Dr. Frank P. Hocey of Boise, Mr. Hocey of the derivation as he heard it. The story is one of the several traditions of the origin. It embodies the essential of each story, and is a good one, but its fitness over the mountains.

"In the autumn of 1851 I resided in New York. A genial fellow traveler was a gentleman of about 45 years, who was putting some minutes of his time in a member of congress over \$10,000, his message being computed from Idaho to San Francisco, there around the horn by way of New York to Washington. He was a pioneer from New York, who had a fine kept a trading store at Fort Walla Walla.

BRIDGING another gap
Many years before the building of the Jerome-Twin Falls bridge in 1927, bicycle riding had reached a peak of popularity. Today it has risen to greater heights both as a sport and as a practical means of transportation.

Young's Dairy
Twin Falls' Best
Phone 64

Southern Idaho
Gloysteins
Your Bike Dealer Since 1913

WE wish to thank those who were instrumental in securing the FREE BRIDGE. We feel that it is a big step toward the progress of this entire country, that every single person in southern Idaho will be greatly benefited and will certainly enjoy the passage from North to South or South to North without the cost of a toll.

PARISIAN INC.
LAUNDERERS & DRY CLEANERS

Free Span Doesn't Help Girl-Boy Friend Moves

"It's too late to do my suit good," thought the Jerome people would like it very well.

"I'm sure it won't affect me greatly," Mr. Williams finally decided. He finally told his neighbor that it didn't affect her greatly, but it should mean a lot to the travelers. When they see the road toll on their map, they may always take another route.

Pumpkin Faces
A Madison Co. farmer-inventor owns a patent for a specially shaped mold in which a growing pumpkin is enclosed. Facial features form on the vegetable as the pumpkin grows and fills the fruit.

TOMATO REALLY FRUIT
The tomato, technically, is classed as a berry by botanists, and as such, it would also be classed as a fruit. The Bureau of Plant Industry, however, classifies it as a vegetable, and it is popularly and commercially known as such.

Congratulations
With the removal of tolls on the Twin Falls-Jerome bridge another trade barrier has fallen. We believe this step will react to the benefit of every business institution and every family in the Snake River valley.

THE NEW OLIVER COMBINE FOR 1940
The buying of the intercounty bridge by the state is a modern step of progress. Harvesting with the new Oliver combine is a modern and progressive method. We believe that the lifting of tolls on the bridge will benefit every south Idaho community; we further believe that the business men in your town deserve your patronage first.

An Oliver Will Harvest Your Crop, and Save More Grain

MOUNTAIN STATES IMPLEMENT COMPANY
TWIN FALLS, IDAHO

Southern Idaho
Gloysteins
Your Bike Dealer Since 1913

WE will join everyone in Southern Idaho in celebrating the removal of the toll from the bridge. We feel without a doubt it is the greatest step the State has ever taken toward uniting cities, towns and villages of Southern Idaho.

Here's to the... Free Bridge!
... and may it help carry hundreds of sportsmen north to the best all-round vacation land in the world

PARISIAN INC.
LAUNDERERS & DRY CLEANERS

Idaho takes a big step
(ACROSS THE SNAKE RIVER)
but it would only be a short step for you to take down to the Sterling Jewell and see their big display of the best watches on the market; ELGIN, HAMILTON, GRUBEN, BULOVA. You'll find a size and type to suit every member of the family.
Thanks For The Free Bridge
STERLING JEWELRY
115 Shoshone South Phone 281

Soden Electric

PARISIAN INC.
LAUNDERERS & DRY CLEANERS