

### PERCY OWEN JOINS DODGE BROTHERS

#### Government Chief Resigns to Be Director of Foreign Sales

Percy Owen, chief of the Automotive Division, Department of Commerce, Washington, will join Dodge Brothers, Inc., Detroit, on October 1st as director of foreign sales.

Announcement of Mr. Owen's appointment was made today by F. L. Sanford, general sales manager of Dodge Brothers, Inc.

Mr. Owen is known throughout the United States and abroad for his long and important activities in the automotive industry and as an official of the U. S. department of commerce. His entry into the automobile business dates back to 1899. For 12 years he was a dealer, branch manager, importer and eastern sales manager for Winton Bianchi (Italian) and Chalmers cars. In 1912 he became general sales manager and director of the Chalmers Motor Car Co., Detroit. In 1915 he was vice president of the Saxon Motor Car company and from 1916 to 1924 was president and general manager of the Liberty Motor Car company.

Mr. Owen then joined the department of commerce as chief of the automotive division and in this capacity has achieved results of vast benefit to the industry and to the manufacturing interests of the country as a whole. Only last winter he was the official representative of the United States government at the international meeting of Central Council of Automobile Tourism in Paris. He has investigated the automobile industry of Europe on behalf of the United States, visiting nine countries, inspecting all the principal automobile manufacturing plants and conferring with various government officials.

In addition to being chief of the automotive division, Mr. Owen is chairman of the following department of commerce committees: Pan American; Foreign Exhibits; Highways. He is also the department of commerce representative on the committee of federal specifications board on standardization of motor propelled vehicles.

For several years Mr. Owen was president and director of the New York Automobile associa-

### Volunteers Battle Tennessee Forest Fires



Hundreds of volunteers are fighting forest fires raging in the Unake mountains, near Johnson City, Tenn. Termination of a long drought is said to be the only hope of checking the flames immediately. The blaze is seen eating into the Cherokee and Buffalo ranges of the mountains.

tion; also treasurer and director, National Association of Automobile manufacturers.

Dodge Brothers foreign sales have shown substantial increases year after year and are now a major factor in the company's business as a whole. Their exports during the first six months of 1925 were 54 per cent greater than the exports for the first half of 1924, which in turn, was the largest export year in the firm's history.

**FIGHT WEEVIL WITH PLANE**  
BATON ROUGE, La.—The airplane has been used to "dust" the boll weevil in cotton fields with calcium arsenate and now the experiment is being tried in "dusting" sugar cane to control the borer. Thousands of dollars will be saved planters if the experiment is successful.

### SPORTS DONE BROWN

The recent announcement that Jack Dempsey had signed articles to meet Harry Wills, colored challenger has renewed discussion as to the champion's present condition and his chances of returning his title if he does return.

In Cleveland, O., the other night, milling my way to the coming world's series, I sat through a six round exhibition given by Dempsey. It was my first glimpse of him in ring togs and ring action in many months.

As most folk do who sat near the ringside the day he pounded Jess Willard into a bleeding deflated, lumbering hulk of humanity, I still carried with me the picture of Dempsey the Glorious—the most perfect specimen of manhood I have ever seen in or out of the ring.

I carried with me, also, the memory of Dempsey the day he entered the ring with Carpenter, not quite the same Dempsey, but discounting what he might have lost in condition by more experience and the confidence that goes with the crown.

The happenings in his battle with Firpo came back to me, too, happenings that created a general impression that he had stepped noticeably well back on the road to the end.

So I was rather eager to see him the other night. But I made the mistake most folk make of looking at an acquaintance in death, instead of remembering the deceased as he had been in life.

Up to the time Dempsey peeled off his pink-lined bathrobe I had in mind that husky, hard-looking individual who carried murder in his eye, effervesced murder in his very action, and carried murder in both his lightly gloved hands.

But when that bath-robe (oh, girls what a beauty it was) rolled

and whip. We expected that in such a frolic.

But the thing that makes him different—and the thing that wrecks his future in the ring—is the fact that he has lost the love of the game—the love of gore—the love of mastery. He is Dempsey, the polished, luxury loving business man.

The Tiger is dead. The next man who meets him an ordinary fighter.

The Pittsburgh Pirates of today are hopeful, of course, of winning the forthcoming world's series with the Washington Senators—conceding that the former meets the latter.

But the older generation of Pittsburgh fans have an added reason for asking victory.

The Pennsylvania city has watched two of its teams in action in the fall frolics—one in 1903 and one in 1909—and the best these outfits could do was to get an even break.

The Pirates of 1903 were forced to bow to the Boston Red Sox in a series that ran through eight hectic battles. The Soxlets won five and the Pirates but three.

In 1909 the black flag outfit met the Detroit Tigers.

The Detroit bunch had just won their third straight pennant. And in the two preceding years they had faced the Chicago Cubs, National league winners, full of confidence only to meet defeat. The Cubs won the first series four to none and the second saw the Tigers get but one game while the Cubs took four. So the Tigers went into the melee with the Pirates with blood in their eyes and froth running from their chops.

When the smoke cleared away the Pirates were badly maimed but still swinging their cutlasses—having downed the Tigers four games to three.

It may or may not mean anything, but in the five series that have been divided between the east and west—those in which the west boosted one champ and the east the other—the Atlantic coast section has emerged triumphant three times. In other words, the odds are 3 to 2 against the Pirates.

As related, Boston met Pittsburgh in 1903 and defeated that team.

The Athletics met the Cubs in 1910 and won four games to one.

The White Sox met the Giants in 1917 and defeated McGraw's crew four games to two.

The Red Sox clashed with the Cubs in 1918 and won four games to two.

And Cleveland set back the Brooklyn Dodgers in 1920 by five games to two.

While the Pennsylvania city lies westward mainly by division of the circuit rather than by geographical location, the western fans can consider themselves lucky in grabbing off half the series once more. They have sat idly by 11 of the 20 years the series has been staged to date while the east has hogged the fall classic. And the western teams have had a monopoly on the show five times. Those five intersectional series listed above saved the day for them the other years.

If Jimmy Slattery eventually reaches the pinnacle of ring fame he will do so only after a long and rough journey. His recent knock-out at the hands of Paul Berlenbach sets him many miles back on the road—a highway that appeared smooth and rose-strewn to the young Buffalo gent but a few months back.

Slattery was headed for the top by the short route when he was signed to meet Dave Shade, who had designs on the welterweight title rather than middleweight or light heavyweight honors. Shade shocked the boxing world considerably and Slattery worse by smacking the latter flat.

Slattery, somewhat disillusioned as to the way to fame, bided his time and trained earnestly for a comeback. But his manager picked the wrong man to act as a stepping stone for Jimmy on his return to the top. Berlenbach's terrific body punches were too much for the confident Buffalo gent.

### ENGLISH RATS COSTLY

LONDON—Rat experts estimate that it costs England 70,000,000 pounds, or about \$350,000,000 a year to feed its rats. This is the food charge and does not include the damage done.

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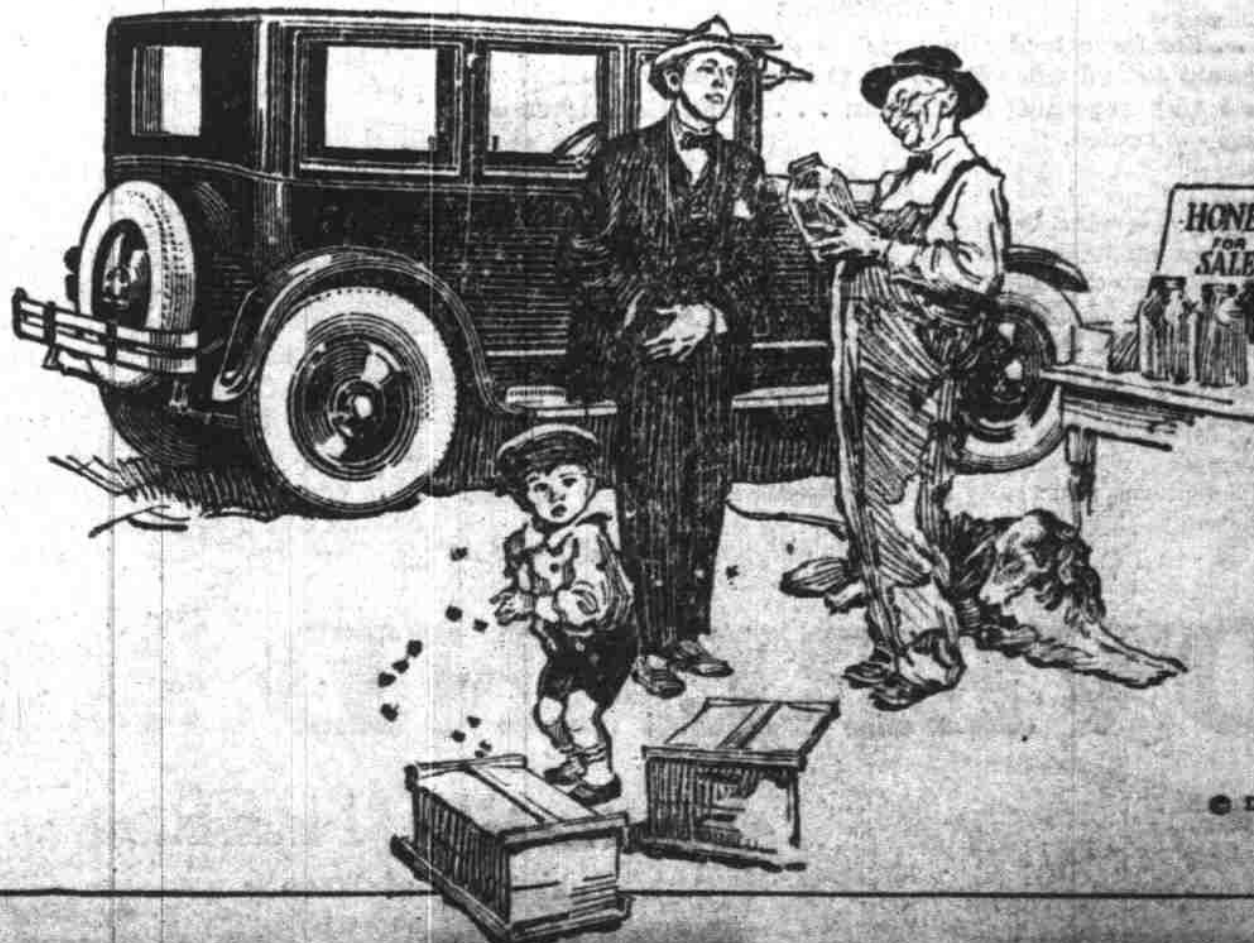
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