

INTERCOLLEGIATE BOXING ASSOCIATION ORGANIZED

NEW YORK, Oct. 23.—(A. P.)—The inter-collegiate boxing association was formally organized here last night by representatives of nine colleges—West Point, Annapolis, Pennsylvania, Cornell, Penn State, Columbia, Massachusetts Institute of Technology, Johns Hopkins and Springfield Y. M. C. A. Assurances of support were received from many other colleges and these were permitted to make application within 30 days to become charter members.

SAGINAW, Mich., Oct. 23.—(A. P.)—Captain Bob Roper of Chicago, claimant of the American army heavyweight title, knocked out Soldier Jones of Toronto, Canadian lightweight champion, in the eighth round last night.

Roper wore Jones down in the infighting. A fight to the law put the Canadian away after he had been down twice for the count of nine in the final round. Roper weighed 187 and Jones 178.

ARMY TRUCKS TRAVEL ACROSS U. S. CONTINENT

A valuable addition to United States military history has just been contributed by an Army Truck Convoy in the completion of a 4,000 mile transcontinental journey from Baltimore to the western coast.

The ocean to ocean expedition was undertaken by the War Department to stimulate interest in a system of national highways across the country, and followed the route of the Bankhead Highway, the most southerly of our transcontinental routes. Director general J. A. Rountree, of the Bankhead Highway, accompanied the caravan.

Officially the trip started at Washington, D. C., and ended at Los Angeles, but the convoy actually started from Baltimore with San Francisco as its final destination. The expedition disbanded in the bay city after delivering its equipment to the ordnance department at the Presidio.

Forty eight vehicles made the start from the city on Chesapeake Bay—32 motor trucks, 4 motorcycles and 2 passenger cars. The motor trucks and motorcycles were driven by men of the detachment while the convoy's officers drove the passenger cars.

The cavalcade came through Richmond, Raleigh, Charlotte, Atlanta, Memphis, Little Rock, Texarkana, Dallas, Fort Worth, El Paso, Bisbee, Tucson, Yuma, El Centro, San Diego, and Los Angeles to San Francisco over a route embracing every conceivable road condition.

Among the main purposes of the cross country tour was the desire to obtain first hand evidence concerning the performance of pneumatic cord tires on heavy army trucks, and with this object about half the trucks in the convoy were pneumatic tire equipped.

Extensive reports were made daily concerning the operation of the solid tired freighters and the trucks wearing pneumatics. Based on these daily records, a comprehensive report is to be made later by the commanding officer to the War Department, showing the comparative efficiency of the trucks on these two types of tires.

As pneumatic tires had never before figured heavily in tours of this kind the officers "played safe" and transported a large supply of spares for use in emergencies. But so little trouble was experienced with the pneumatic that a whole truck load of spares was left at El Paso, as it was quite evident no use for them would develop.

Two large trucks on Goodyear pneumatics, the B2 and B7, wearing 38x7 front and 40x8 rear tires, completed the entire transcontinental journey without a single tire change, arriving at the coast with the original Maryland air in the tires.

And despite the exacting road conditions, ranging from southern swamps to western deserts and rocky mountain roads, the tires finished the tour in fine condition, appearing good for many more miles of service. In addition to the pair of trucks that came through without a tire change, a number of trucks on Goodyears came through with only one or two replacements of tire equipment.

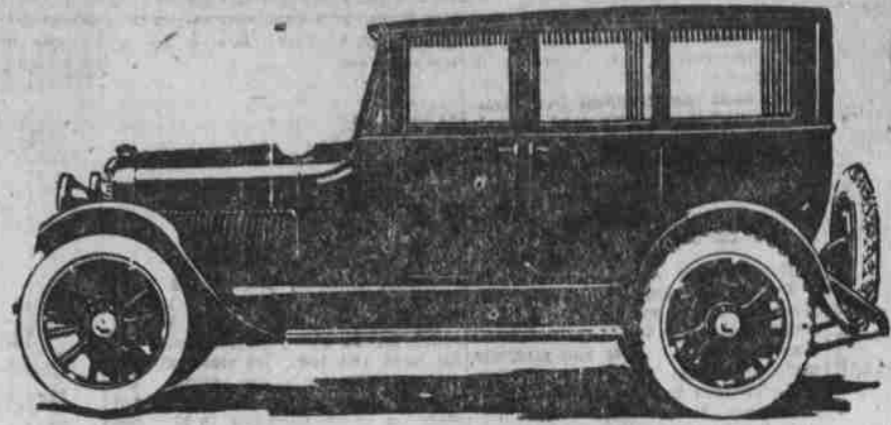
Officers and men are unanimous in their praise of the service rendered

by pneumatics and declare that but for the tractive qualities furnished by them when the trucks got into difficult positions, it would have been impossible to extricate them without pulling out by tractor.

It is generally agreed that this latest coast to coast motor truck run has not only proven the adaptability of pneumatic tires to regular army work, but that the transportation of munitions of war by truck to western and southwestern points is entirely feasible, and with the improvement of the highways will become even more so.

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600 APPROVED FOR TRAINING BUTTE, Mont., Oct. 23.—(A. P.)—

Six hundred ex-service men in Montana have been approved for vocational training, according to Lieut. Frederick, supervisor of federal vocational training for this state. Of this number, from 60 to 75 will be placed in the state college at Foxman, and 50 in the state school of mines at

Butte. Seventy-five men are in placement training and others are in schools scattered over the state forty of the men being at the state university in Missoula. The cases of 2400 injured service men in Montana have been investigated, according to Mr. Frederick.

TERRORISM OUTBREAK AGAIN STRIKES SOUTH

DALLAS, Tex., Oct. 23.—(U. P.)—A new outbreak of terrorism by night riders seeking to intimidate cotton growers into refusing to sell cotton until the price goes up, is reported here today. A cotton gin at Handley was destroyed last night by fire. Authorities suspect night riders. Owners of other plants have received threats that they will be burned.

LEAR GOES TO MILWAUKEE, MILWAUKEE, Oct. 23.—(A. P.)—"King" Lear, New York's National League infielder, will wear the Milwaukee uniform next season, President Otto Borchert of the Milwaukee

AGAINST PAL'S HUBB!



HATTIE EARL, COUNCIL BLUFFS, Ia.—Politics is one thing—and social life is another. Mrs. Hattie E. Earl, candidate for Congress, is proving this. Her opponent is W. R. Green, who has represented this district for several terms in Congress. Mrs. Earl remains very "chummy" with the congressman's wife, despite her own political ambition.

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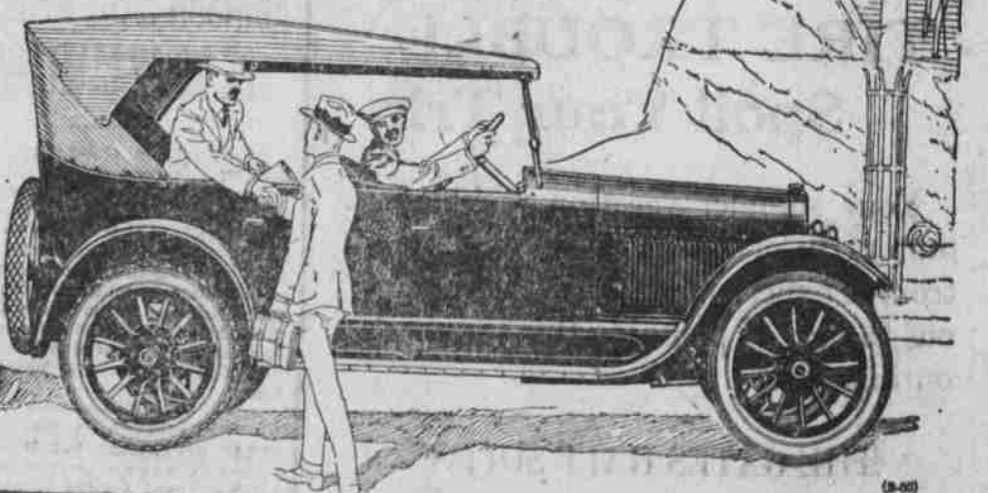
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