A. A. U. DEFENDED BY J. E. SULLIVAN

Criticism by J. B. Connolly Influences Officer to Explain Purposes of League.

BIG BOON TO ATHLETICS

Union Is Said to Have Lifted Amateur Sports Out of Chaos and to Have Established System That Protects Public.

Recently The Oregonian published excerpts from a magazine article from the pen of James B. Connolly, in which the writer handled James E. Sullivan, and other officials of the Amateur Athletic Union, without gloves. An article in defense of the A. A. U. has been received from Mr. Sullivan, who, however, does not deal with the charges made by Mr. Connolly. The article by Mr. Sullivan is as follows:

From time to time dissatisfied individuals have endeavored to create dissension in the Amateur Athletic Union, and criticised that body unjustly, but such individuals have invariably failed, as the majority of those interested in athletics know what the situation would be without the governing body. The Amateur Athletic Union is absolutely responsible for the healthy condition of track and field athletics and the general interest that is taken in American sports. Criticism and abuse can never take away from that body the credit for its 22 years of hard and honest work in the interest of wholesome amateur athletics. The Amateur Athletic Union has established laws for the government of itself, its associations, its association members, competing athletes, the clubs and the promoters, and these laws were enacted after careful deliberation. At times the enforcement of the rules affects, by what is termed by some "an unfortunate," but as the Amateur Athletic Union is a voluntary organization, those who are not satisfied with its laws and who do not like the penalties imposed are not compelled to remain members, if they are clubs, nor to continue their registration cards, which entitle them to compete, if they are athletes.

Prior to the formation of the A. A. U., sport in the United States was controlled by an association known as the National Association of Amateur Athletes of America, referred to in brief as the N-Four-As. This association had very few members. Its president was Walton Storms, and the present secretary-treasurer of the Amateur Athletic Union, James E. Sullivan, was vice-president. The National Association interested itself very little in the development of athletics throughout the United States, and Mr. Sullivan resigned in 1887 and became the prime mover of the Amateur Athletic Union.

Athletic War Is History.

The formation of the Amateur Athletic Union of the United States and its public proclamation that it would control amateur sport in America, led to a bitter warfare with the old N. A. A. A. A. in 1888. Recognizing the injury that was being done to athletic sport by the continuation of the war, A. G. Mills, of the New York Athletic Club, and A. C. Stevens, of the New Jersey A. C., who were two of the most able men on the Amateur Athletic Union board, terminated the hostilities, the N. A. A. A. A agreeing to relinquish control and go out of existence and bring its clubs into the Amateur Athletic Union. The Amateur Athletic Union, as it was organized in 1888, was a union of clubs, with a board of governors of 12, but the organization and expansion of sport in the United States under its auspices met with such spontaneous approval that clubs sprang up all over and it became at once apparent that the mechanism of government was becoming unwieldy.

Pacific Coast and New Orleans matters had to be adjusted in New York, and it was realized that something would have to be done if the organization was to remain intact and still have control. In 1889 A. G. Mills worked out what has since been known as the "Mills reorganization plan," whereby each section of the country would have home rule, and instead of the union being an association of clubs, provided that it should be a union of associations, active and allied. The plan was adopted unanimously. The wisdom of the Mills plan was immediately apparent, as from it started what has proved to be the most remarkable growth of athletics known in any country of the world. An estimate of the competing athletes in 1888 would be about 3000; today statistics show that there are millions. Recognizing the strength of the Amateur Athletic Union and the strength that would accrue from organized athletics in their own spheres, other governing bodies quickly formed alliances with the National body. Among the allied bodies today are the Intercollegiate A. A., Athletic League of Y. M. C. A.s, Athletic League of Young Men's National Catholic Union, North American Gymnastic Union, National Cycling Association, International Skating Union, Military Athletic League, Amateur Fencers' League, Federation of Motor Cyclists and the Union des Societies Francaises de Sports Athletiques.

Since the first authentic amateur athletic meet held in Hoboken in 1838, progress has been steadily made in track and field athletics. In 1866, with the foundation of the New York A. C., the regulation of athletics was attempted.

The first American track and field championship was held in 1876. The New York A. C. arbitrarily took control of the government of athletics at that time, and gave championship events until the formation of the N. A. A. A. A. which was absorbed by the A. A. U. in 1888, since which time all control of amateur competition has been under the jurisdiction of the present governing body.

Playgrounds Are Helpful.

As long ago as 1888, the A. A. U., in its constitution, put itself on record very strongly on the question of public playgrounds and baths, as will be seen on page 73 of the A. A. U. Handbook. This proves conclusively that the Amateur Athletic Union early realized that the future of athletics rested in the playground movement. The organization believes in playgrounds and its entire record has been consistent in furthering what is now conceded to be a necessity in every large city and town. The officials of the A. A. U. helped to organize the Public Schools Athletic League, the largest athletic organization in the world, and year after year, at the annual meeting of the A. A. U. the delegates assembled are instructed to render every encouragement to the leagues in their various districts. The Catholic Athletic League, another large and important organization, was also suggested and organized by officials of the A. A. U. The A. A. U. has never been derelict in its efforts to help the physical welfare of the youth of the country.

Amateur sport would not be on the plane that it is today were it not for the Amateur Athletic Union. It would exist in certain locations only. The A. A. U. believes in nationalization and strong National organizations, and, as a matter of fact, the first championship meeting of the A. A. U. was held in Detroit in 1888, in preference to some one of the larger Eastern cities, where athletic meetings were not uncommon. The success of the Detroit meeting in attracting athletes who otherwise would never have been seen in the West was so pronounced that the A. A. U. since then has followed the custom of holding the annual meetings in various parts of the country from the Atlantic to the Pacific.

They have been held at different times in New York, Chicago, Milwaukee, Seattle, Portland, St. Louis and Jamestown, and on October 14 and 15, this year, they will go to New Orleans, this being the first time the National events have gone to the Crescent City.

The A. A. U. from the day of its inception has annually conducted the championships in the various lines of athletic sports—sometimes at a great loss—in track and field and all-around events, and it is ever ready to help the cause of amateur sport.

Records have fallen one after another under its guiding hand until at the present time they are at such figures that it seems hardly possible for them to be surpassed.

The success of the A. A. U. has not been achieved without hard work. It has had many hard knocks, because there is always an element that does not want to be controlled for various reasons, and that element has to be fought. The union is built on sound grounds and cannot be destroyed. Its officers and its board of governors may come and go, but new blood will constantly fill vacancies. If the lines laid down at its organization are followed, the union is sure to succeed. It is recognized by every American sportsman and denounced by a few for personal reasons. Any old-time athlete of the decades prior to the late '80s could interest the present-day reader if he would tell him of the chaotic condition of affairs prior to the organization of the A. A. U. Track athletes competed under assumed names for money prizes; professionals were brought from different sections of the country and competed one day for prizes and the next for money. Often an athlete who won a prize was lucky if he ever got it. Money orders were given as prizes, returnable or marketable at certain stores. The athlete could buy a necktie for a few cents and get the remainder in cash. The A. A. U. has made athletics respectable by a uniform system of registration and control, and a young man can compete today without danger of being unjustly criticised or unfairly dealt with.

Contrary to the general belief, the A. A. U. has no quarrel with the recognized professional. The union is antagonistic, however, to the alleged amateur who is in reality a professional.

As an illustration of A. A. U. work, one only has to glance at the monster Fourth of July celebration arranged by the A. A. U., under the guidance of the Mayor of Greater New York, William J. Gaynor. The Amateur Athletic Union realized that an extra feature for the celebration would be athletics, and will have athletic games in all the parks of Greater New York, 20 in number.

Speaking of the growth of American athletics, and the policy of the A. A. U., what the latter has done for amateur sport is best told by glancing over the figures showing the number of men and boys competing today and 22 years ago. We can carefully say 22 years ago we did not have 50 athletic clubs in the United States, and today we have thousands. Few colleges and schools took up competitive sport then, but today there is not a school or college that has not its athletic association. Twenty-two years ago the number of athletes competing in the United States could be safely placed at two thousand, and today the figures that have been compiled by the A. A. U. show that millions of young men are competing in athletics under the control of the A. A. U. and its allied associations. The last statistics filed with the secretary-treasurer of the A. A. U. prove that over 2,000,000 boys are taking part in competitive athletics. That is the kind of work the A. A. U. has accomplished during its 22 years of control.

The activities of Greater New York show conclusively the value of the A. A. U. control. It is the stronghold of the A. A. U., and its good work there of 22 years stands out as a monument to its usefulness. All groups that are doing something for the betterment of the boy, for the betterment of the city's affairs, from an athletic point of view have been organized with the assistance of the Amateur Athletic Union. The strength of the A. A. U. in New York can be understood when one glances at the numbers that are being controlled and benefited by its work.

The latest addition that has been made to its membership is that of the Playground Association, which will control 20 playgrounds in New York. The A. A. U. officials, in co-operation with the Park Commissioners, Messrs. Stover, Higgins and Kennedy, organized during the past week this monster playground association, with Howard Bradstreet as its secretary.

The Amateur Athletic Union for 21 years has been fortunate in its selection of officials. During these 21 years it has never been called upon to pay a cent of salary to the many officials that work in its interests, nor even their expenses. It has a board of governors consisting of 59 men, located in all sections of the United States, and these men cheerfully give up their time and money for the cause of athletics and in the interest of the Amateur Athletic Union of the United States. It has in its treasury over $17,000, and is today the strongest athletic governing body in the world.

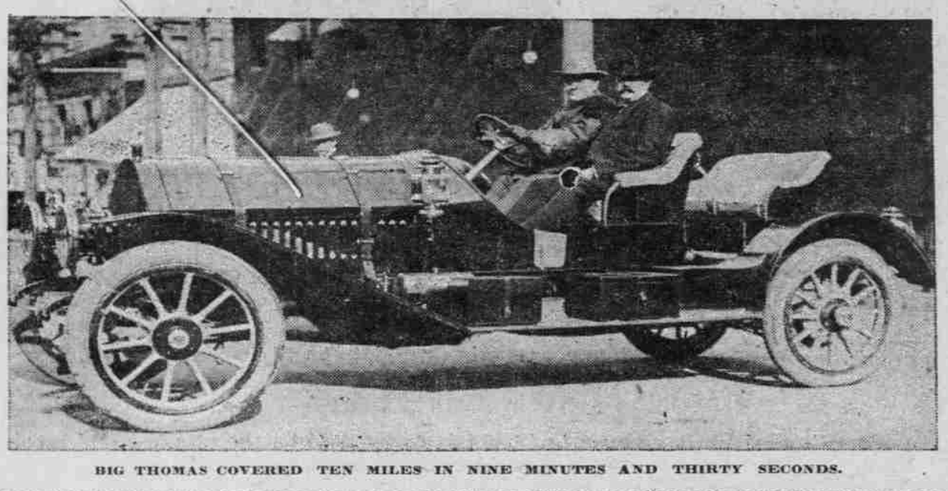
Paid Fights to Be Stopped.

LOS ANGELES, Cal., July 16.—By making it illegal to charge admission fees to ring contests, the legislation committee of the City Council believes it has found a means of barring prizefights from Los Angeles without conflicting with the state law relative to boxing matches.

The committee voted to recommend the passage of an ordinance embodying the anti-prizefight feature at the next meeting of the Council, Monday.

The passage of the ordinance would prevent exhibitions such as those that provide the weekly card of entertainment at Naud Junction. At the same time it would not interfere with amateur boxing matches in legitimate athletic clubs.

R. D. INMAN, IN HIS 90-HORSEPOWER THOMAS CAR, WHICH WON THE AUTOMOBILE RACES AT GEARHART PARK ON THE FOURTH OF JULY.



BIG THOMAS COVERED TEN MILES IN NINE MINUTES AND THIRTY SECONDS.

AUTO PARTY HOME

Dr. Cornelius Motors Into Heart of Olympic Mountains.

SPLENDID ROADS FOUND

Pierce and Thurston Counties Furnish Object-Lesson in Highway Building—Trip Into Southern Oregon Is Planned.

Completing a journey of more than 900 miles over the roads of Western Oregon and Washington, when they visited the Olympic Mountains, the Mount Rainier National Park and cities of Puget Sound, Dr. C. W. Cornelius, of the Cornelius Hotel, and party, consisting of Mrs. S. C. Van Horn, Miss Tillie Cornelius, Master Harry Cornelius, Mr. and Mrs. T. W. Nordby and son, Mrs. Craven, Miss Craven and Mr. and Mrs. Eldridge, returned to Portland last week.

This was one of the first trips made into the Mount Rainier region by Portlanders. Dr. Cornelius pronounced the scenery the most magnificent he ever saw.

The party left Portland on Friday, July 1, by train to Kelso, where Mr. Cornelius and Mr. Nordby's automobiles had been shipped on by steamer. This was a precaution because of the bad roads between here and that point.

The initial leg of the journey was begun Friday night and included the run from Kelso to Centralia, where they were the guests of Mr. and Mrs. J. Shattuck at the Hotel Centralia. On this part of the long trip some fairly steep hills and bad stretches of road were encountered, but all these were mastered without any trouble.

From Centralia the party started Saturday morning for Evergreen Lodge, the beautiful Summer home of Mr. and Mrs. A. J. Singer, in the heart of the Olympic Mountains, 12 miles east of Olympia, where they made their headquarters for a few days.

Fish Are Countless.

"The Summer home of the Singer family is in one of the most picturesque spots in the world," said Dr. Cornelius. "On every side it is surrounded by pine and fir trees of astounding bigness. There a person can obtain the most restful sleep in the world. In front of the Singer lodge there stretches a chain of seven small mountain lakes, in which are countless bass and other game fish. From these we replenished our creels many times over.

"It was with the greatest reluctance that we withdrew from this garden spot of the world and continued our journey. While we were the guests of Mr. and Mrs. Singer our party made the trip to Mount Rainier, a trip almost beyond description. The highways to be found in Mount Rainier National Park are almost perfect and easily rival the oiled boulevards of Southern California.

"After visiting Mount Rainier and surrounding territory our party motored to Lake Cushman, in the Olympics, which we found to be a delightful journey, and the fishing was very good indeed. The last nine miles of road on the trip to the lake are almost as bad as the Oregon roads, which are awful, indeed.

Roads Are Models.

"Speaking of roads," continued Dr. Cornelius, "we found a striking contrast between the roads of Northwestern Washington and those of the whole of Oregon. Thurston and Pierce counties have just cause to be proud of their roads. These are, I think, collectively, the finest roads to be found in the entire Northwestern country. I advise the Oregon and Portland automobilists and good roads enthusiasts to motor through these sections and see for themselves the beauty and benefit of good roads. After seeing these roads I have become a most enthusiastic good roads advocate and shall do all in my power to help the cause of good roads in Oregon.

"Nowhere in these two counties can a person encounter highways that can be compared with the Salem-Portland road, where dust to the depth of nearly a foot is to be found. It is high time that Oregon should get into the swim and improve its roads to the level of those of its neighboring state."

Dr. Cornelius drove a six-cylinder seven-passenger Premier car and reported not one bit of trouble throughout the journey of 900 miles. After resting from the long trip just completed, Dr. Cornelius intends taking a party into the Southern Oregon and Crater Lake Park districts. Other motoring trips throughout the state and the Northwest are contemplated by the hotelman, who has become one of Portland's most enthusiastic automobilists.

Your Impression of the Premier Must Now Become a Positive Conviction

The three most coveted reliability trophies in motordom—all won by the Premier

Even tho' you drive another car you have no doubt been conscious, for several years, that the Premier makes strong claims upon your consideration. As a seeker after the best you must necessarily take cognizance, therefore, of this fourth successive Glidden Tour triumph. It offers the **only evidence available** which will enable you to choose between the few cars of a highest class.

List of cars which have competed in one or more of the last four Glidden Tours and have yielded precedence to the superiority of the

PREMIER

The Proven Car

PEERLESS	SHOEMAKER
PACKARD	AUTOCAR
COLUMBIA	CHALMERS-DETROIT
RAINIER	WALTER
LOZIER	METEOR
STODDARD-DAYTON	ACME
MITCHELL	FRANKLIN
APPERSON	MARMON
THOMAS-DETROIT	OAKLAND
AEROCAR	OLDSMOBILE
BERLIET	STUDEBAKER
HAYNES	JEWEL
WHITE	GLIDE
GAETH	MIDLAND
ROYAL TOURIST	COLE
THOMAS-FLYER	CARTERCAR
REO	PARRY
WELCH	OHIO
PUNGS-FINCH	PENNSYLVANIA
MAXWELL	CINO

In each of the three previous Glidden Tours, the Premier has finished with a perfect score, and the average showing of the Premiers in any three of the four, or all four, has not been equaled by any car in the list shown herewith.

The Premier is the only make competing for the Glidden trophy in any three of the last four tours, or all four of them, which has not lost a car and has finished on schedule time with every car they started.

There are only two means by which you can definitely establish the worth and value of a motor car—the propriety of the price you pay.

One is the behavior of the car, in the hands of a great many owners, over a period of years.

The other is the degree of efficiency it reveals in contests of a continuously trying character, like the Glidden tour—reliability contests automatically grade motor cars.

Judged by these two standards—and, we repeat, no others are available—the Premier actually obtrudes itself upon your attention in a way that will not brook refusal.

Its supremacy on the first score is by the unique fact that 84 per cent of those who have purchased Premiers in the past three years are Premier owners today.

PREMIER

THE PROVEN CAR

Winner of the Glidden Tour

The 1910 Glidden tour searched out the weaknesses and omissions of every car entered. It incapacitated every official and non-contesting car before the tour was half finished, in spite of the fact that they were permitted to make repairs and replacements and adjustments at will.

Abandoning these disabled cars, officials of the tour, including the referee, pacemaker, noon checker and Dai Lewis, pilot, with his bags of confetti, took refuge in the Premier, which carried some of them on ten of the sixteen running days.

As a matter of fact, this, the 1910 Glidden tour won by the Premier, was beset with road conditions so desperate and abnormal that they actually asked the miraculous and almost impossible of the entrants.

Out of this terrific 1910 ordeal as in the tours of 1907, 1908 and 1909, the Premier emerged untouched by tool and unaided by repair, with a trifling penalty imposed for attention to the fan belt only, and the renewal of water.

It was the only car traveling on the maximum schedule, which reached every control throughout the tour on time—in spite of the "excess freight" it carried in the shape of Glidden tour officials.

There is a widespread and growing disposition to assign the Premier a position of precedence over all other American cars without regard to price. This is due to a spreading belief that a car must prove its worth by the way it measures up with other cars in reliability contests, and in the esteem of its owners. The Premier, in that respect absolutely dominates the situation. And that suggests the thought—what car has earned the right to be valued above the Premier? Study list shown above.

Western Auto Co.

Phones, Main 2498 A 1835 — **531 ALDER STREET** — Phones, Main 2498 A 1835

Yachts Will Have Handicap Race Today

Large Fleet to Contest on Oregon Yacht Club Course.

OVER the Oregon Yacht Club course, which lies from the Oaks to the Madison bridge and return, a big handicap race will be held this afternoon, beginning at 3:20 o'clock. A large fleet will probably start. Max Meyer's Sparrow, F. H. F. Todd's Fore 'n' Aft, Gee Bannon's Zephyr, L. C. Racer's Comet, Art Sholin's Swallow, Duncan Irvine's Corsair II, James Hazlett's Erin and Power's Jewel will be the contesting craft.

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The Corsair I will not enter because of the accident sustained at Vancouver last Sunday when the steamer Charles R. Spencer rammed it and broke its boom. This damage is being repaired and the fleet craft will be seen flitting about the river in time for next Sunday's race.

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The class B race started last Sunday for the cups offered by the Vancouver Yacht Club was called off after the Terrier broke its boom and the Zephyr turned turtle. Max Meyer's Sparrow was the only craft that finished. The race for the trophy will probably be held next Sunday over the Oregon Yacht Club course.

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James Hazlett's Celt captured the commodore's pennant on Thursday night by running away from the Kitten and Bull Pup.

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The Curtis Boat Company has completed the six new dinghies and notified the future owners to call for them. The little craft will probably be entered in the race next Thursday night.

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Each of the dinghy owners has won the pennant offered by Commodore Todd twice.

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Duncan Irvine and party in his Corsair II arrived home the past week from a cruise to Astoria. Mr. Irvine reports having a good wind all the time and good sailing.

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Art Sholin recently had the sail of the Swallow cut down to 500 feet, whereby it will be eligible for the class B races.

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The races for the Vancouver trophies will probably be held in the Vancouver harbor next Sunday. Two cups are up for each of three events. These are class B, free-for-all handicap and a dinghy race.

Villages Want to Incorporate.

MEDFORD, Or., July 16.—Woodville having lately incorporated, Talent is now taking steps toward securing a village government, and to that end has petitioned the County Court of Jackson County for authority to hold an election to adopt a charter and to elect officers. Eagle Point and Butte Falls, new towns on the Pacific & Eastern Railroad, are each considering the proposition of incorporating. These three villages have each a population of about 300 and are growing rapidly.

In accounting for the rumbling or rolling of thunder, which has heretofore been explained by the echo theory, it is now stated that a flash of lightning is made up of innumerable smaller flashes, which go to make up the whole. The rolling thunder is due to the primary sounds of successive discharges of flashes.