THE OMAHA SUNDAY BEE.

OMAHA, SUNDAY, OCTOBER 11, 1908.

JUDGMENTS

SERMONS could be written on the theme of that game played in New York Thursday. Moralists might dilate, for example, on the self-control exhibited by Manager Chance and others of his great team. Psychologists might dwell upon the power of a determined mind. Orators could find theme for their eloquence on the subject of "The Possibilities of Purpose." The results of that game, in fact, supply food for thought in a dozen, a hundred, different directions, but most of all they show the simple truth that the Chicago National league team is a better ball team than the New York Giants. And it isn't necessary that the "Tie of September 23" be even referred to in this connection. Chicago had everything against it in the crucial contests. In the first place it had to play off one game on foreign grounds before a hostile crowd for the determination of six months' strenuous work. Chicago was greeted on the Polo grounds with a tempest of jeers and hisses. It had not played for three days, which was a decided disadvantage at this season of the year, while New York was in the pink of trim and at the height of a successful series of games. Chicago had traveled 1,000 miles the night before. When it went on the field for the twenty minutes of practice accorded under the rules, it was forced off the field after five minutes of such practice as the players could snatch while pelted with hisses and pop bottles from the spectators and obstructed by New York players. One of McGraw's players, McGinnity, was even sent in to strike Manager Chance, in the evident hope of drawing him into a fisticuff and securing his elimination from the game. But the hard-headed Scotchman from Chicago was more man than brute and preferred securing revenge through the defeat of the Giants to getting into a rough-and-tumble with the hoodlum who had hit him. The New York Herald is authority for the statement that Chicago got the worst of the umpire's decisions all through the game. The Herald emphatically says that Donlin's hit in the first inning, on which Tenney scored, was obviously a foul," just as Manager Chance contended. When the game was over Chance and other Chicago players were slugged. But whatever bodily bruises the Cubs carried off the field did not compare with the mental distress of their vanquished foe, New York, with everything in its favor, had been humiliated and defeated by Chicago with everything against it. It was the most final and decisive demonstration of superiority that could possibly have been made. The great Mathewson was pitted against the greater Brown and the three-fingered marvel triumphed just as he has done every time he has met his sturdy rival for a period of two years. In every department of the game Chicago outplayed New York, making the victory complete and crushing. The Cubs knew before they went to New York the sort of treatment that would be accorded them. Certain New York newspapers had been busy for days inflaming minds against the Cubs and the only wonder is that things were not more serious. The sentiment has been frequently expressed. There is enough glory in this triumph for the entire west, not alone Chicago. It was a triumph of the greatest base ball machine ever organized over its greatest rival and the conquerors came out of the west.

Who is the greatest pitcher in the country? That is the question which will be answered with many different names. In New York the word Mathewson will burst instantly from a million lips. In Detroit it will be Donovan, in Boston Young, in Washington Johnson, Cleveland might be bold enough to suggest Joss and in Chicago Walsh and Brown will have their champions. All these men are great, perhaps the greatest. Each has performed feats that are marvelous. It is, perhaps, not possible to determine exactly between two great pitchers for the reason they are not pitching behind the same team. Walsh of the White Sox this year pitched in whole or in part sixty-five games, winning many more than he lost, a record with few parallels. Mathewson has been New York's mainstay. But there are thousands of fans who are convinced that for an iron heart and nerve and for a cool head and strong arm the like of Miner Brown does not live. It has already been questioned if another pitcher in the business beside Brown could have gone into New York Thursday under similar circumstances and beat the Giants. It is indeed doubtful.

"And Manager Chance won the game with a two-bagger." That was the report of the final Chicago-New York game that decided the National league pennant. It is the story of a leader who leads. All along the line Chance stands out in front of his great Cubs and leads them on. The place never gets so tight that the big captain cannot take his place at the front. Every man on that team of world beaters shows that in Chance he has not only a good general, but a great player to follow. And that wins games. Four times in that crucial contest the game before which New York said would stand out in base ball history as the most remarkable of all games—four times in that game Chance went to bat and three times he made a safe hit. One of those hits was a double that sent two runs across the plate that settled the contest and gave to Chicago its third successive pennant.

The galaxy of great pitchers is growing larger, and the galaxy of great batters smaller. The time has about been reached when it is necessary to lower the limit of greatness for the batters. The .300 mark is too high. Not a dozen men in the two major leagues combined come up to that mark. There is a growing belief among ball players that under conditions which now obtain the .3000 batter will soon become a thing of the past and that the .200 man will be a slugger. This belief is passed on the wonderful development of the pitching science. And there again is that old, old problem that hung like a nightmare for so many years over the heads of base ball solons. It required years of patient experiment to strike what seemed to be an equation between the pitcher and the batter and now it seems as if the progress of the batter has not kept pace with that of the pitcher.

One has to shut his eyes when he thinks of what might have happened had the Cubs been allowed to "warm up."

If Christy Mathewson is worth $50,000 how much ought Miner Brown bring?

At last accounts the man Merkle was on his way to London.

And Hank O'Day was once a king pitcher for those same Giants.

Well, one thing—Merkle became famous.

WITH THE COLLEGE ATHLETES

Doings in the Field of Sport in East and West.

SEVEN START, FIVE QUALIFY

Some of the Cross-Country Men Who Will Take Part in the Run at Princeton Next Month—Michigan a Newcomer.

The intercollegiate cross-country run at Princeton on November 21, will be conducted under the new control of the Intercollegiate Amateur American Athlethic association, and it is not possible now to be sure what colleges will be respresented in the race. It is permitted to any of the members of the association to send teams to run, but it is expected that the institutions which have been taking part regularly in the race, with the addition of Michigan, and substraction of Massachusetts Institute of Technology, will make up the field. Massachusetts Institution of Technique is not now a member of the Intercollegiate Amatuer Athletic Association of America, and the team which took part in the last two or three cross-country runs, therefore, will be absent. The Wolverines have been expecting, ever since they were taken back in the fold, to send a cross-country team east, and the Michigan delegate to the mee ng last February said there would be a delegation on in November for the race.

Instead of having nine men to start for each college and counting the first six in as the team, this year's contest will be held under the rule of seven to start and five to qualify. Under this arrangement, it is believed, the smaller colleges will be encouraged to send teams, with perhaps a better hope of making some sort of showing. It will benefit even the larger ones, which may happen to develop only a few good men, but which may find it hard to get as many as six runners near enough to qualify to make a good showing as a team.

Cornell, which won the race last year, is likely to have a bit harder time to get the first leg on the new intercollegiate trophy. Halstead, Colpitts and Trube, who finished second, third and fifth, respectively, in the run last November, are out of college. Young, sixth, and Hunger, tenth, still are available. Seelye, thirteenth, the last man of the team, is out, as is also Lemon, who finished twenty-first. The other Cornellians to complete the course, Atwood, twenty-sixth, still is in college. However, Cornell has some other men who may be expected to develop for this season's run.

A. C. Bean, who made a good showing in the intercollegiate track games; W. S. Jones, R. Y. Thatcher, N. Ebersol and C. R. Bogert are runners of whom something may be expected this fall. Cornell has the faculty, or rather Jack Moakley has the faculty, of developing distance runners who come up suddenly to speed and endurance. Halstead was one of these. Up to last fall he never had run a race. He came out for cross-country and after only a very short preparation finished second in the race at Princeton, and later on became a very fast track runner indeed. Outside of Melvin Sheppard, he probably was as good a distance man as there was in the country when the American team was sent over to London for the Olympic games.

Pennsylvania Loses Haskins.

Pennsylvania, which was second to Cornell in the race at Princeton last fall, has lost Haskins, first, and Jones, seventh, of the men who qualified for the Red and Blue. Quigley, eighth; Boyle, ninth; Jack, seventeenth, and Moore, nineteenth, of the Pennsylvania combination, still are available. Morris, thirty-third, and Gunn, forty-third, were the other Pennsylvanians to finish. The four of the Quaker six still on hand have developed considerably since last fall. They showed that in the track and field campaign of spring and will undoubtedly do much better in the race this fall. About the best of the new men that Pennsylvania has to count on are such runners as Paull and Hunter, who were ineligible last autumn. Paull is probably the fastest distance runner Pennsylvania has.

Yale was third last year, with Spitzer, twelfth; Raynolds, fourteenth; Vilas, eighteenth; Haskell, twentieth; Converse, thirty-fifth, and Luther, thirty-sixth. These men are all in college now. Spitzer showed great improvement in the course of the spring work and may be expected this time to give the leaders a good fight. Yale has added this year the incentive of presenting the varsity letter to any man finishing in the first twelve in the intercollegiate run, regardless of the success or failure of the team. This is expected to stimulate interest in cross-country running. Yale has, besides the six already named, Kirjasoff, who was fifty-ninth last fall. In addition, the distance men who were freshmen last year will be along to take part in the runs.

Syracuse, on the occasion of its first appearance in the cross-country race, was fourth, last autumn. The up-state men got tips on the way to manage and developed a cross-country team from Coach Moakley of Cornell. Tommy Keane appears to have taken the tips carefully to heart. He is better off for material now than he was last year. Besides Stube, eleventh; Marble, twenty-ninth; Benjamin, thirtieth; Cullings, thirty-ninth, and Campbell, forty-fifth, five of last years' six, he has Wood, forty-ninth and Judd, fifty-seventh. He has lost only Call, who finished in fifteenth place and was the second Syracuse man in. In addition Messer and Van Auken, two freshmen last year, now will be eligible. They were beating out a lot of eligibles in the practice runs and undoubtedly would have helped to make it a good fight with Yale for third place had they been in. Syracuse has taken to cross-country running with great eagerness, and 100 men started the season there at the first call. This sort of enthusiasm is bound to have results.

Harvard Team Was Poor.

Harvard wasn't very far back of the Orange team in fifth place and the Crimson loses only one man of the six. He is Crosby, who was in twenty-second place when he finished and was the second Harvard man to get through. The others were: Dole, sixteenth; Carter, twenty-seventh; Lassier, twenty-eighth; Hoyt, forty-second, and Whitney, forty-seventh. Souder, fifty-second, still is in college. Harvard ordinarily has had cross-country teams a little better than was last year's, and it is expected that some of the freshman distance running cracks of last spring will help out the cross-country squad. Jaques is the best of these.

Columbia was a good bit behind Harvard in the race with a group of men who showed little promise. Zink will not be in the race this year, and he was Columbia's best man, in twenty-third place. Sanders will do better if he gets into the race this time, but the other men did not display very much that was encouraging. For another thing, there is a change in training methods this season, and it remains to be seen what B. J. Wefers will be able to accomplish with the distance runners.

What with the small opportunities for training runs that are afforded at Columbia and the change in trainers, it is unlikely that Columbia will do a great deal more in the race than most other Columbia teams have done. At that last year's showing was the best that any team from Morningside Heights has accomplished, because two other colleges finished behind.

NAVY'S BACK FIELD IS WEAK

Coaches at Annapolis Have Hard Time Picking Men.

ANNAPOLIS, Md., Oct. 10.—All the midshipmen who are still in the academy and were members of the regular foot ball team or of the squad last year are now back at the academy, and the first team will be selected shortly. The great difficulty which the coaches will experience this year will be the development of a back field of navy caliber. Richardson and Reifsnider may play the halves, with Jones a possibility at fullback. The last named is a good, experienced back, but too light and by no means capable of filling Douglass' shoes. Owing to the large number of heavy linesmen, it is believed that Captain Northcroft will be tried at fullback, and that Robinson will play his tackle. This change would give the back field the necessary amount of weight, and Northcroft is just the type of plunging back that the navy needs this year.

Despite reports to the contrary, De Mott will be in condition to play end before the last of the season, and will, unless he is hurt, line up against West Point. Prospects for a successful season and eventual victory over the army seem brighter than they have been in years, even though the navy has won for two years. Douglass, captain of last year's team, will materially assist in the coaching.

PAPKE AND KELLY TO CONTEST

Italian Pugilist of Chicago Seeks Honors at Milwaukee.

MILWAUKEE, Oct. 10.—Billy Papke, the middleweight champion, and Hugo Kelly, the clever Italian pugilist of Chicago, have been matched to try conclusions in a ten-round bout for the middleweight championship of the world at a show to be brought off by the Milwaukee Boxing club in the Hippodrome on the night of October 15. They will battle at 158 pounds, weigh in at 6 p. m. It is said that Papke is to receive a guarantee of $5,000 for his end, with the privilege of accepting a big percentage of the receipts in the event of their being over $10,000. Papke won a decision over Kelly in a ten-round bout in the same city several months ago.

Timely Tips for Automobile Owners and Drivers

A taxicab company has been incorporated at Louisville, Ky., with $50,000 capital.

A motor club has been formed at Nashville, Tenn., by thirty leading automobilists.

A project is under way to establish a motor bus line between Houghton, Hurontown and South Range, Mich.

The Rochester, N. Y., Automobile club is settled in new quarters in a leading hotel. It now has a membership of 525.

Two automobiles will be presented to Emperor Franz Josef of Austria, to commemorate the sixtieth year of his reign.

An automobile school has been opened by the kensington branch of the Young Men's Christian association of Philadelphia.

F. Blair Turpin, a San Francisco capitalist, will shortly start on a tour of the world and will travel through Europe in a motor car.

A tire company has offered $4,000 in cash prizes to the drivers of the first three cars using its make of tires in the savannah race.

Dates for the eighth Belgian automobile exposition have been set for January 14th to 25th. A power boat and aeroplane section will be added.

A movement is on foot in Indianapolis for the consolidation of the Indiana Automobile club with the Indianapolis Automobile Trade association.

The New Jersey Automobile and Motor club has decided to have a one-story garage building erected on a vacant lot behind its club house in Newark.

The Wilkesbarre, Pa., Automobile club after a long struggle, has succeeded in having two bridges across the Susquehanna river declared free bridges.

Mrs. William K. Vanderbilt, jr., who is in Europe, expects to return in time for the Vanderbilt Cup race on the Long Island course, October 24.

The Paris-Lyons-Mediterranee railroad in France has just had constructed eighty covered cars specially designed for the transportation of automobiles.

An automobile line between Ironton and Proctorville, O., is now practically assured. A twenty-passenger car will be used and two round trips will be made daily.

An interesting feature of the Automobile club of Maryland is the "whist section," which makes card playing an entertaining side feature to the lure of the road.

The Automobile club of Glens Falls, N. Y., has voted to contribute $500 toward the expense of repairing the state road between Glens Falls and Lake Georgia.

The membership of the Automobile club of America has passed the 2,000 mark, including twenty-five honorary members and 290 subscribers to the bureau of tours.

In spite of the forest fires which have cast a pall over the mountain touring grounds, the roads in the Adirondacks in New York, still swarm with motor cars.

Twenty-two thousand gallons of oil will be sprinkled on the fourteen miles of state and county roads included in the circuit for the Vanderbilt cup race on Long Island.

As the result of an outing for 250 orphans, at Sheboy an, Wis., an automobile club has been formed there, which will affiliate with the Wisconsin Automobile association.

Owing to the dusty condition of the roads, due to a long drouth, the West Virginia Automobile association was compelled to postpone its annual state meet, at Wheeling.

Asa Goddard has resumed his position as secretary of the Cleveland Automobile club and is finishing the work of constructing the new Euclid road, being built by the club.

By increasing its dues from $10 to $20 a year for active members, the Automobile club of Maryland expects to increase its work for good roads and gain fair automobile laws.

Plans are being formulated by Madison county, Indiana authorities for the construction of eighty-nine new gravel roads under the three-mile road law, at a cost of about $600,000.

Announcement comes from Muncie, Ind., that a new factory for the manufacture of automobiles will be started in this place as soon as the title to the site for the plant can be obtained.

Edmund Gram, a Milwaukee piano agent, estimates that he has sold $15,000 worth of instruments by means of his automobile since May 1. He sometimes covers 100 miles in a day's selling trip.

Pennsylvania motorists are preparing bills for the next legislature. To interest legislators petitions will be circulated addressed, of which it is expected 12,000 will be filed at the capital.

Three leading Russian motorists, MM. Nagel, Lebeneff and Elfron, have started from St. Petersburg on a 6,000-mile trip to convince skeptics in their country of the touring value of automobiles.

When a car is hosed down the water should not be permitted to dry on the paint work. The latter should be lathered down with a chamois cloth and then polished with a perfectly clean cloth when dry.

Capatalists of Atlanta, Ga., expect to shortly incorporate the Atlanta Taxicab company, with a capital stock of $12,000, to operate cabs on the city streets. Ten machines will be purchased to begin with.

A small tinful of stale gasoline and a stiff paint brush will quickly clean and brighten up the dirtiest engine and chassis and often enable the driver to oil up without himself getting oiled in the process.

The Scottish Automobile club has given five tons of chemical dust-laying substance to the District committee of the lower ward of Lanarkshire, and it is being laid on two miles of the Glasgow-Stirling road.

Discomfited by the decision of the state supreme court annulling the order prohibiting the use of tire chains on automobiles in parks Henry Smith, park commissioner of New York City, threatens to appeal the case.

There is a movement on foot to kill the forthcoming hill climb of the Automobile club of Hartford over the Avon mountain course and substitute therefor a twenty-four-hour race at Charter Oak Trotting park.

The big international 400-mile contest in Georgia on Thanksgiving day will be Henri Fournier's first appearance in this country since 1905, and will also mark his first attempt at winning honors in a road race in America.

There is a growing opinion among motorists in England that speed contests are of no value to the automobile industry, and the recent Isle of Man race may be the last competition of the kind held on a British public road.

About once in 1,000 to 3,000 miles, depending on the quality of oil used, the crank case should be emptied and a fresh supply of oil introduced. This is an excellent time to cleanse the pistons and engine interior generally with kerosene.

The American Automobile Association has adopted an official pennant, made of Yale blue bunting, with the emblem of the American Automobile association thereon, the interlocked wheels being in red and the letters "A. A. A." in white.

From June 1, 1905, when the present automobile law went into effect in Maine, to September 1, last, $14,686 in fees was taken in by the secretary of state. Of this sum $3,900 was taken in during the first eight months of the present year.

The Brighton Beach, N. Y., 24-hour race this week, was probably the best lighted at night of any ever held in the United States. Powerful 2,500 candle power lamps were spaced only 60 feet apart, practically making every foot of the track light as day.

The Bureau of Tours committee of the Automobile club of America has taken space at the Grand Central Palace show, in which will be shown a specimen tourist's room for hotels and which will also be the headquarters of the club during the big exhibition.

There is no truth whatever in the announcement that Nazzaro would retire from the racing game this season. The marriage of the Italian driver is fixed for the beginning of next year, but it is now certain that Nazzaro will be sent over to handle his car in the Savannah race.

Arrangements have been made by the Scottish Automobile club with the chief Constables of Scotland, whereby at intervals the chief constables are to be supplied with a list of accessories and furnishings of motor cars lost on the road, with a view to the recovery of the same by the owners.

If the carbureter drips when standing, the float valve should be investigated. If pressing it shut stops the dripping, the float is too high. If the dripping persists the valve leaks and must be ground to a fit, preferably using pumice stone, since emery is liable to embed itself in the brass.

The reliability contest to be held by the Cleveland Automobile club this coming week, October 14th, 15th and 16, bids fair to be both unique and successful. The cars will stop at small towns along the route and prominent Clevelanders will make speeches to farmers on good roads, motoring, etc.

In spite of the fact that he has driven about 30,000 miles during the last few years, Alfred Reeves, general manager of the American Motor Car Manufacturers' association, forgot one day recently that it is a good plan to retard the spark before cranking an engine. As a consequence he had to use a cane for several days.

When a car is in motion there is considerable wear upon the top and bottom halves of the link bolts, and sometimes they may wear down to less than half their original diameter. Considerable may be done to remedy this condition, especially if the bolts are regularly oiled around the links, and the eye at both ends of the spring.

The first gasoline automobile in America was borne on float in the industrial parade held this week in Philadelphia, in connection with the city's 225th anniversary celebration. The old vehicle is steered by lever and has a leather dash. Across the rear line of the body is a row of sharp points designed to keep boys from getting a "hitch behind."

One of the most popular objective points for Chicago autoists who enjoy short runs is South Bend, Ind., about 135 miles distant. So popular has the run become that a road book devoted exclusively to the run, and amply illustrated, has been issued. A campaign for better roads has been started and the South Bend Tribune is doing all it can to promote it.

When using magneto ignition, "advance" the magneto control to start the motor. This is in direct opposition to the usual method of "retarding" the magneto, customary when a coil and accumulator ignition system is employed otherwise. It is almost impossible to get an engine running except when it is of low power, as it cannot be turned quickly enough by hand.

The technical committee of the Automobile club of America has received a number of replies from American manufacturers in response to a request for suggestions regarding rules to govern international road races next year. The general opinion seems to be that a smaller bore than that in vogue this year—155 millimeters, or 6.1 inches—should be adopted for next year.

Miss Alice Potter, who recently made a trip from Chicago to New York and return in a motor car, also speaks French, Spanish and German; plays the piano and several other instruments; plays golf, rides horseback, conducted a ladies' orchestra for a while, can run a sewing machine and makes her own clothes, and finally is an enthusiastic in Young Women's Christian association worker.

A nice question is up for decision in a Wisconsin town. It appears a policeman came along and impounded an automobile which he found standing by the curb apparently deserted. When the owner came to reclaim it he found that the pound-master believed that he was entitled to $20 the law prescribing a fee of 50 cents per animal in pound and the car being one of forty horsepower.

One of the latest whims of the women whose tastes run to dogs is a dog basket for the automobile. They are made of wicker, are lined with leather and fit in the seat beside the doting mistress. Every basket has a small leather pocket in which are kept comb, brush and scissors for emergency work on the coat of the four-footed pet. There is also a silver ring, to which the lucky dog may be fastened and a soft cushion.

The decoration scheme of the Grand Central Place show in New York will be modeled after the early English period. The main gallery will be white and sap green while the ceiling of the main auditorium will be covered with an Italian sky blue fabric. A garden with statuary, mirrors and profusion of plants will occupy the stage. A series of paintings will run around the entire balconies, the subjects being taken from recent automobile contests.

The entire lower deck of the steamer "City of Savannah," which has been chartered by the Automobile club of America to carry passengers from New York to Savannah for the Grand Prize race, will be converted into an immense floating garage. Packing space for thirty cars has been arranged and racks will be provided to prevent cars running amuck in case of heavy seas. Nearly 100 members have engaged passage, among them E. H. Gary, the steel man, and John Jacob Astor, both of whom cabled their booking from Europe.

In purchasing a second hand car it is well to consider the matter of tires carefully, and to figure on substituting larger tires if those used are under suspicion. A safe rule is to have the tires one-half inch in section for each 100 pounds of total load, including passengers and supplies. For example, a three and one-half inch tire should not carry over 700 pounds maximum. The tire makers have brought out two odd sizes of tires especially to take the place of smaller sizes without change of rim. These are the 31x4 and the 33x4 inch size.

On October 16, on the Vanderbilt cup circuit on Long Island, which circuit includes the new Long Island motor parkway, two Stoddard Dayton cars will compete in the Garden City sweepstakes, a 200-mile race. Also in the Jericho sweepstakes, which is a 150-mile race, two models of cars, a model K and model C roadster, will compete. These cars will be driven by Bert Miller and Carl Wright of Dayton. At Philadelphia on October 10 the promoters of the Founders' week events have made arrangements for a 200-mile stock chassis road race over a course laid out in Fairmount park. The Hamilton Automobile company, Stoddard Dayton agents for Philadelphia, have entered a model K Stoddard Dayton roadster in this event. The car will be driven by Edgar Ireland of Dayton.

CRIMSON AND BLUE GET READY

Requests Coming for Seats for Annual Yale-Harvard Contest.

NEW HAVEN, Conn., Oct. 10.—The Yale university foot ball management is preparing for what is expected to be the most profitable season in the history of the Eli gridiron game. The Yale-Harvard game, which will be played here on November 21, is already the talk of the town, and the contest this year bids fair to eclipse all previous battles in point of popularity. Requests for ticket reservations are coming in from all over the country, and a record-breaking attendance is expected. Everard Thompson, the Yale graduate manager, has called for a conference with H. J. Thompson, the holder of a similar office at Harvard. A conference will be held and arrangements for the distribution of tickets will be determined upon. Applications for over 30,000 tickets have already been received, and it is imperative that action be taken regarding their allotment. In former years speculators have managed to get their hands on tickets, but this year these parasites of college sport will cause no inconvenience to the patrons of the big game. Private detectives will be employed to make sure that no speculators obtain tickets.

For three months carpenters have been at work repairing and erecting stands at Yale field. An addition is being built to the east stand, so that the management expects to be able to accommodate over 31,000 persons. Considerable attention is also being given to the gridiron. The entire field has been plowed up and resodded, and previous to the Harvard game it will be rolled and hardened so that the teams can have an ideal surface. It is probable that the Yale practice will be transferred as much as possible to another gridiron this fall, so that a perfect field may be assured for the final game.