IN THE FOOTBALL WORLD.

HONORS OF THE YEAR BELIEVED TO LIE BETWEEN HARVARD AND YALE.

On Form the Crimsons Play a More Scientific Game Than Any Other Eleven—Gloom at Princeton Over Defeat of the Tigers—Ithacans Received Home With Enthusiasm.

The football situation has been narrowed down to a question of supremacy between the elevens of Yale and Harvard for first honors this year. At least this is the opinion of those who have been watching the more recent developments with scrupulous care. Harvard's easy victory over Pennsylvania and Princeton's defeat at the hands of Cornell not only show how the wind is blowing, but also prove that football coaching and training methods at Cambridge are decidedly up to date, if not somewhat advanced over those in vogue at the other universities. Cornell has been coached during the past two years by Percy Haughton, noted as the full back on the champion Harvard eleven of 1898. Haughton has adopted all of Crimson's plans and schemes at Ithaca with the result that Cornell, with two consecutive victories over Princeton, has reason to feel gratified over the accession of a coach who can reproduce the methods that have built up Harvard's eleven in the last three years. Because Princeton has been vanquished decisively on her own field by Cornell in thirty-minute halves, it is predicted that Yale will be capable of repeating the trick at old Nassau a week from next Saturday. In that event the Blue eleven will battle for the title of champion with Harvard on Nov. 24 at New Haven. But in order to win that game Yale will have to improve both in attack and defence.

Those who saw the impregnable strength of Harvard's rush line on Saturday, together with the magnificent system of assault and interference, cannot make themselves believe that Yale can produce an eleven fast enough to win from the Crimson. The chief fault of New Haven men is slowness in getting under way, which was the trouble with Pennsylvania, and that is where Harvard will excel, unless Yale braces up. On form Harvard seems able to play more scientific football than any of the other big teams. The men have been intelligently coached by probably the greatest of gridiron generals, Capt. Charles Daly. The eleven has also learned what team play means and what it is worth. Pennsylvania's blunders in attempting the "gridiron back" style of Harvard's system.

It may not be superfluous here to explain that Pennsylvania depends upon her backs and drives to break all interference when opposing the ball, and then and allow her guards to stop the runner. On the offence Pennsylvania depends on her powerful guards either to carry the ball or keep the runner on his feet and drag him along when opposing tackles. The fault Harvard's coaches, having this fact, had to evolve a scheme which would prevent the tackle and end from breaking the interference and still have an extra man to look after their opponents' guard, and on the defensive Harvard had to find a way of reducing the power represented in Pennsylvania's guard to a nonentity. How well she figured out her problem is shown in the result of Saturday's game as well as the united contests of last year and the previous season. Harvard long ago discovered that if Pennsylvania got her mass of human power well in motion it must needs gain, at least, such distance as to allow Pennsylvania time to spread her forces for the fall. So Harvard had to stop Pennsylvania before the latter got her plays fully in form and in rapid motion. To accomplish this, Harvard forced her rush line to move faster than Pennsylvania, and so broke her plays without giving a weak spot in her line she could reach Pennsylvania's rushes as soon as possible after they got in motion and before they had gained any impetus of all. On the offensive the problem was much the same. If Harvard could start her opponents back, arrange for one or more men to pat advancing opponents out of the way, and still have a man left to look out for Pennsylvania's guards and defend her own runner with the ball, she had solved the difficult point of the Quakers' defence.

The game proved how simple this problem was, for Harvard, with what appeared only will a slow edge to be a green team, stopped Pennsylvania cold, gained, save on a few brilliant individual runs, and showed her ability to gain countless yards against what was said by Pennsylvania supporters to be an irresistible defence. How did she do this, and with what result? As those who followed the game closely can testify, Harvard simply drove her line and as many of her backs as she could safely spare into Pennsylvania's plays before the latter could get her guards into motion, and then stopped them before they became dangerous. In short, Harvard got the jump on her opponent. On the defensive Pennsylvania started as slowly as she did on the offensive—that is, after Harvard was under way. Harvard by speed made her Pennsylvania's power and still had a sufficient balance in her favor to carry Pennsylvania into the defensive at almost every snap of the ball.

Speed in getting under way has been shown to be of vital importance. Harvard has perfected this branch of the game and is bound to prosper until it is offset. By extreme shrewdness Harvard has not displayed all of her strong points, however. There was no trick plays looking done against the Quakers that nobody outside of the team's intimates can say what the Crimson can do in this respect. But one thing is certain: Harvard has groundwork for another championship eleven, provided the men continue to improve and do not grow overconfident.

BOSTON, Nov. 4.—It has been many years since there has been such an outburst of enthusiasm and such a public demonstration of college loyalty as was exhibited about the streets and in the theatres last night over the defeat of Pennsylvania. For a full hour before the game, groups of students, s[illegible] assisted by that element of townsmen designated as "hackers" by the collegians, cut up all sorts of antics and made night hideous. Large numbers of extra policemen were detailed to look after the revellers and their were kept busy. The windows of the Harvard students had been large and they came over from Cambridge quite willing to spend it. Everybody who could get possession of some bit of ribbon, or other red decoration, did so and joined in the procession or congregated in the hotel barrooms. At the theatres students interrupted the plays frequently to give their yell or ask for some favorite selection, and the actors were quite willing to let the boys run the show in "uncle" [illegible]. Rapid transit along Washington and Boylston streets was in impossibility, the street cars plunging their way with difficulty through the crowds. The police rushed the crowds several times, but it was simply to open up a passageway for traffic, and no hard knocks were given by the officers. At various points repairs of the cars had been marked with red lanterns, and as these took the fancy of the students on account of their crimson hue they soon became the prey of the "rooters."

The Cornell-Pennsylvania game on Thanksgiving Day will now be of particular interest, for the Ithacans have shown that their eleven is not a lucky combination. Yale's battle with the Indians at New Haven on next Saturday will give a pretty fair line on what the Blues may do with Harvard. The Indians, by the way, ought to play a pretty close game with Pennsylvania, judging from the fact that Harvard has beaten both of them by the same score, 17 to 5. For that matter it was said immediately after the Quakers' defeat on Saturday that the Indians the week previous played a much stronger game against the Crimsons. Columbia will play Princeton in Columbia field to-morrow afternoon. The Tigers, beaten by Cornell, will probably fight hard to stave off another windfall, while Sanford's men, convinced that Princeton is no longer invincible, intend to play harder than they did against Yale. This will be Princeton's last game before lining up against the New Haven eleven one week from next Saturday.

PRINCETON, Nov. 4.—Naturally, Princeton's eleven, coaches and undergraduates have taken their defeat by Cornell here yesterday very much to heart. Nevertheless, the opinion is unanimous that Cornell justly deserves the honor which she won and the excuses are being offered with a view to detracting from the completeness of the victory, although the "ifs" and "what might have beens" have been full of them since Saturday. In the air, place, many believe that the result would have been different had the game been played on a dry field for Princeton's light backs were at a disadvantage in the wet and mud. The Ithacans, on the other hand, were night favored by the slippery field, which was well suited to the "guards back" style of play which they used.

Princeton's players realized this fact when in the second half they resorted to the "tackle back" formation and achieved results, the Cornell men had two trick plays which they worked with variation to less than ten times, and what is most surprising is that they gained on them almost every trial. One was a delayed pass and the other was a double pass, and the Tigers' ends were drawn in behind them. Both touchdowns were made on these plays. These tricks, with the "guards back" modification, were about the only methods used by Cornell in advancing the ball. Many think the Tigers showed poor generalship when after raising the ball within easy scoring distance by end runs they resorted to line bucking tactics instead of continuing the same style of plays. Nearly everybody is inclined to take the defeat philosophically, though arguing that it will be an incentive for more thorough preparation for the Yale game, which after all, is the supreme one of the season's training. Not a few, however, are wondering what will be the outcome of the tussle with Columbia in New York on election day. Many of the Columbia men watched the game yesterday and it is said that they left town confident that they will land a victory. Although not one of the Tigers was disabled, yet all are more or less stiffened up, and any rough work to-morrow is out of the question. Owing to his poor work in handling punts, Duncan's hold on quarter back has undoubtedly been released and Meier, who succeeded him, will receive a trying out. He is bigger and stronger than Duncan, but is green at the place, as was shown when the Cornell players continually fooled him by calling for the "signal" again and telling him to "change it." The coaches do not say anything, but it is known that they are thoroughly alarmed on the situation. Last night telegrams were flying all over the country to graduate players appealing to them to come on at once.

ITHACA, Nov. 4.—The Cornell football aggregation arrived home this morning, feeling little effects of their great fight against Princeton. All of the players declared that they came through the game without even so much as a bruise, with the exception of Capt. Starbuck, who feels a little sore over his injury, though he refuses to admit it. The team arrived here at 7 o'clock, but though the hour was early a large crowd of students greeted the men and had a brass band to welcome them. Coach Haughton did not come. He will return to-morrow. But few of the enthusiasts here thought that Cornell would win the battle after Alexander's injury. But the feat has put great confidence in Coaches Haughton and Porter. As Cornell's victory was so decisive over Princeton the Cornell supporters think that she will wind up the season by defeating both Lafayette and Pennsylvania.

Interest in football at New York University is increasing at present, owing mainly to the good showing made by the team in the game with West Point last Wednesday. Weakened by the loss of Blunt, centre, Lane, left tackle, and Brennan, left half back, the team held the Cadets down to 6 points. Three games remain to be played and the opposing teams will be Hamilton, Trinity and Rutgers. Of these games the team expects to capture two and hopes to capture all. Coach Hatch will devote all his efforts this week to strengthening the team for the game with Trinity College next Saturday. Blunt is expected to return to the squad in time for the game, but it is now doubtful if Lane can play. Freeman is back again. Last week Cavanagh, an experienced player from the law school, reported for practice and did such good work at end, that he will now alternate with Cornell at left end. Tuthill and Hadley in readiness for work back of the line if Brennan or Moore is injured, gives the university a strong back field.

Football Notes.

OBERLIN, Nov. 4.—Syracuse University defeated Oberlin yesterday. The score was Syracuse, 6 Oberlin, 0. Syracuse scored in the first ten minutes of play.

The football team of the Harlem Catholic Club defeated the Manhattan College eleven at Jasper Oval yesterday by a score of 5 to 0. Breslin made a goal from the 50-yard line.

At the Weehawken grounds yesterday the West New York Field Club beat the Central A. C. at Rugby football by 22 points to 0. In the Gaelic game the Kickhams beat the Enterprise Club by 1 goal to 0.

On the Johnston avenue ground, Jersey City, yesterday the Jersey City Field Club scored a third straight victory, defeating the Volunteer A. C. of Harlem, by a score of 17 to 0. Fitzherry, tackle on the Jersey City team, had his collar bone broken.

Other football games on Saturday were: At New Brunswick, Rutgers Preps., 35, Erasmus Hall of Brooklyn, 0. At Amherst, Amherst, 16, Massachusetts Institute of Technology, 0. At Medford, Tufts, 28, New Hampshire State College, 0. At Andover, Andover, 11, Harvard Freshmen, 0. At Nashville, University of North Carolina, 48, Vanderbilt, 0.

DEATH OF HUGH S. HART.

Was a Well-Known Racing Reporter and an All-Round Athlete.

Hugh S. Hart, the racing reporter of THE SUN, died at his home, 376 Forty-ninth street, Brooklyn, at 5.25 o'clock yesterday afternoon of a complication of diseases. He joined the reportorial staff of THE SUN in 1892. As an all-round writer on sports Mr. Hart had few equals, while his genial and generous disposition earned for him the warm friendship of all his associates. For a long time he had been in poor health, but with characteristic pluck continued his work until forced to take to his bed, a week ago, suffering from dropsy, Bright's disease of the kidneys and several other ailments. Mr. Hart was born at Colooney, County Sligo, Ireland, on Sept. 1, 1865, and began his business career in the British civil service. His intimate knowledge of sports was gained largely from personal experience. He was a noted athlete and oarsman in the early eighties, when he competed successfully on the cross-country championship teams of the Haddington Harriers, and stroked many crews of the Connemara Rowing Club of Dublin to victory in fortnight regattas. His literary career also began in Ireland, where he was one of the valued contributors to Dublin Sport. He was exceptionally clever as a topical writer and for years wrote the songs for the Dublin pantomimes. He came to America in 1888 with the Gaelic athletic team and joined the Manhattan A. C., but competed only a few times. He was editor of *Columbia's Champions*, a Boston publication, for awhile and then returned to New York where he became actively interested in the Xavier Athletic Association, of which organization he was President in 1893. Mr. Hart leaves a widow and three children. He will be buried on Wednesday. A requiem mass will be said at St. Matthew's Church, Bedford street and Fourth avenue, Brooklyn, at 10 o'clock in the morning. The body will be interred in Holy Cross cemetery.

AGAINST "AUTO" SHOWS.

Call for a Meeting of Manufacturers—Police Watching Steam Motors.

Even while the first automobile show is in progress a movement is on foot among the manufacturers to do away with such affairs in the future. A meeting has been called for to-morrow at the Hofman House, when an attempt will be made to form a federation among the makers, possibly an organization similar to a board of trade, with an agreement not to patronize shows after a given date. The reason for this step is to be found in the experience of bicycle manufacturers, who for years were heavily mulcted by show promoters in various cities. So long as a few of the leading makers engage spaces at a show all the others feel obliged to be represented. In consequence of this shows have been a heavy drain on cycle makers. It is expensive to hire space in a hall for a week, pay for decorating and lighting the booth, for transporting the exhibits to and from and more than all to distract the attention of principals and employees from their regular duties for ten days.

The plan formulated by a few and in which an effort is expected all others to join will be made, is to start a big train of automobiles around the country next March. The train will visit all cities of consequence and remain from one to three or four days in each, in order that the native may inspect the automobiles and have them explained to them. It will be a peripatetic show that will cover the whole country and it is thought, will accomplish more with no greater expense than going into one show after another.

It is safe to say that every one who attended the opening of the automobile show on Saturday night was greatly surprised at the amount of action the found there. It was as constant as that at a horse show, though not so sentimental in character as the trancing of animate creatures. All the evening there was a whirl of the self moving machines around the board track. The procession was as continuous as a six-day bicycle race, but much more tedious, for the vehicles in many varieties were driven at varying rates of speed. Some attained as high a pace as fifteen or sixteen miles an hour in the straights. Now and then some couple would stop to leave off a passenger or take in one. Visitors who desired it had plenty of chances to take a ride and see what it was like, and it was a study to watch the faces of the young women as they sat beside the chauffeurs and were carried about the oval. Amateur owners gave their machines a spin, but the drivers were mostly the practical exhibitors in the employ of manufacturers. The privilege of using the track will be extended all the week.

The Exhibition Committee of the Automobile Club of America was sadly crippled at a critical time by the withdrawal of its chairman an most active member, A. R. Shattuck, the President of the club, whose retirement from the work he carried forward so well was due to the death of his father-in-law, former Mayor W. L. Strong.

The Police Department is detailing bicycle policemen for automobile inspection. They are stationed on various days at ferries and on popular boulevards to look out for steam motor vehicles and see that the man in charge has a license and that there is a tag bearing the license number on the vehicle.

A new automobile record from Cleveland to New York was made yesterday by Alexander Winton of Cleveland, who started from there in his gasoline racing carriage on last Thursday morning and arrived here at 9.45 o'clock last night. The distance was a little more than 800 miles, and the actual time on the road was 38 hours and 30 minutes, deducting the stops for eating and sleeping. The carriage, which weighs 1,050 pounds, came through in good condition and without any breakdown until Fifth avenue in this city was reached, when a leaf in a spring was broken. T. C. Collins accompanied Mr. Winton. This trip beats the record made by Mr. Winton a year ago last May, when he came from Cleveland here, covering 707 miles in the net running time of 47 hours and 34 minutes.

WITH THE HARNESS HORSES

SPEEDWAY IN NO CONDITION FOR BRUSHING YESTERDAY.

An Attractive Programme Arranged for To-morrow—George Spear's Formidable String of Trotters and Pacers—Roy Miller Will Take His Campaigning Stable to Selma.

Brushing on the Speedway was impossible yesterday. The upper stretch was deep in mud, and the lower was little better. Many of the regular Sunday morning brush crowd drove up, looked matters over and returned to their stables covered with yellow clay. About noon the lower stretch had dried a little, but was still too sticky to permit of any fast work. Capt. C. H. McDonald jogged his team to a short distance above Washington Bridge, but would attempt to go no further. President Kane was out with his three pacers, Dariel, Laura W. and Little Gem and gave them exercising jogs. E. E. Smathers drove up later in the day behind the fast pair of Arion mares owned by Paul McCormick of Poughkeepsie. Among others who jogged easily over the road were:

C. C. Lloyd with his chestnut trotter Richard B.; A. L. Maynard behind his good going gray gelding Brandywine; James P. Robertson went over the lower stretch with his gray gelding Flash; George Coleman drove a little bay trotter; C. R. Jarvis drove his big bay trotter Edward R.; Dr. David Pandell with the bay trotter Highball; F. Schildknechter sat behind his chestnut Ball Beating and M. Leonard drove the bay pacer King Egbert.

During the afternoon the Speedway was well patronized by pedestrians, and hundreds of miscellaneous drivers paraded along the curbs. Many of them, however, returned by way of the Boulevard or took a turn on the Park roads. One of the most noticeable horses on the drive during the afternoon was the brown gelding Philip E., owned by Philip E. Hendricks. He was being jogged by Capt. W. H. Boyce. His first appearance on the Speedway was last Friday, when he so handily took the measure of the bay gelding Page, 2:09¼, driven by Isaac Fleming to a skeleton wagon. Philip E. has the speed to make it warm for any of the trotters. He is not only good gaited and fast, but is game and will go on any kind of a road. He got a record of 2:15 this year over one of the Massachusetts half-mile tracks. As a three-year old he started in eleven races, as a four-year old in fourteen and as a five-year old in twenty-six. This year, in his six-year-old form, he started sixteen times, never was behind the money, and is as smooth as a brook trout. He was bred in Kentucky, was sired by Wilton, out of a mare by Metropolitan. He was sold in his three-year-old form by Mike Bowerman of Lexington. He will start in one of the brushes scheduled for to-morrow.

Planning for the Spring has quite a formidable string of trotters and pacers at McDonald's stables that he is training on the Speedway for various owners. They are:

Exel, 2:06¾, Alice Barnes, 2:11¾, Pilot Evans, 2:13¼, Baronwald, 2:14¼, Russel Hall, Georgie Alto, 2:27½, Sipper, 2:28¼, trotters, and Dariel, 2:07¼, Sphinx S., 2:09¾, Stalbheile, 2:14¼, Barnister, 2:14¼, Grant, 2:17¼, Little Gem, 2:15, and Image, 2:18¼, pacers. The stable is in charge of Paul McCormick's team of Arion mares.

Herbert Gray of Boston, manager of Thomas W. Lawson's stable of light harness horses, arrived here on Saturday. Referring to the trial of Boralma and Senator L. to beat the world's two-year-old record, he said that the report that Boralma went lame was a mistake.

"Senator L. was sore and lame," he said, "and the hard road made him act poorly. Boralma is going as sound as a new milled dollar and is ready to go."

There are thirty-one horses in the Lawson stable at the Charter Oak Park track, and of these Mr. Lawson has seen only five—Boralma, First Love, Glory, Sagwa and Dream, although all of them are expected to arrive in a direction. Gray is probably no other extensive horse owner in the country who buys as he does. Whenever he hears of a horse which he thinks he would like to own he looks the animal up in all the books, and if the horse has a record or he has a race record, becomes familiar with his breeding and all about him. Mr. Gray looks the horse over and describes his points to Mr. Lawson, who immediately makes up his mind whether he will buy or not. He is no wizard, and his judgment is seldom at fault. Mr. Gray thinks they have the best and most promising two and three-year-olds, considering breeding, conformation and speed, he has ever seen. He also thinks that Boralma, if he is fitted properly for the track, will prove a great trotter next season. The stable will be represented in the coming Horse Show by seventy-four entries of both light and heavy harness horses.

Mr. Gray was at Charter Oak Park track a few days ago when Albert C. Bostwick bought the green six-year-old trotting mare, bred by Mr. Rose of California, from Dave McClary, for $6,200. McClary had driven the mare a warm trial a few days before and Bostwick said he would take her, although McClary said he would show him a mile in 2:12 or 2:13, regardless of the track being somewhat heavy, but the young millionaire said he was satisfied. "I want to see you drive her a mile myself, if it would be all right."

McClary had her brought on the track, and for the first time in his life Mr. Bostwick mounted a racing sulky and drove probably the most remarkable race ever trotted to the credit of a green driver behind a green mare. The first half was made in 1:04, and the last half in 1:08, making the mile in 2:12.

A telegram was received yesterday from John E. Madden, in Lexington, stating that there was no truth in the report that he had sold his farm to William C. Whitney. He states that the farm is not for sale.

The following brushes have been arranged for the Speedway to-morrow morning at 10 o'clock, on the lower stretch:

Trotters—C. K. G. Billings's Hightwood, P. F. Hendricks's Philip E.; Dr. H. D. Gill's Rockdale boy, J. E. Cockerill's Swift.

Pacers—Dr. Gill's T. N. B., Mr. Hackett's King Tom, W. E. Speir's Copeland, James Murphy's Amy Wilkes.

Trotters—C. K. G. Billings's Lucille, E. E. Smathers's Arion Barnes.

Trotters—Michael Reid's Farmer, C. C. Lloyd's Richard B., Mr. Kimball's Hattie Walters.

In the afternoon these brushes will take place on the upper stretch at 2 o'clock:

Pacers—Dr. Neldon's Whistle, Mr. Wilder's Highland Lassie, L. Rahn's George Wallace, Dr. H. D. Gill's Anheuser, Mr. Teber's Woodsboy.

Pacers—A. L. Kerker's Attalona, W. C. Clark's Little Barefoot, Mr. Alcorn's Hayes.

Trotters—A. B. Gwathmey's Louise Mac, Nathan Straus's Alves, James Murphy's Zembla.

Trotters—Mr. Reinhart's Elmira, Charles Welland's Zarco, James Murphy's Vassalboro, A. B. Gwathmey's Tiverton, J. F. Cockerill's Rival.

George W. Spear has bought of L. W. Verner of Seneca, S. C., the five-year-old bay stallion Pettigrew, 2:17¼, by Kinkward, 2:25, son of Onward, dam, Lemonade, by Ken, sire Prince, Jr., for $3,000. Before the sale Mr. Spear drove the horse over the Savannah track in 2:14 and believes him capable of trotting a mile in 2:10. Pettigrew is a Kentucky bred trotter. He will remain in the South until Mr. Spear is ready to start with