NEGRO CRITIC OF BOOKER T.

WRONG ABOUT JIM CROW CARS, SAYS THE REV. DR. WALLER.

Roosevelt, the Doctor Says, Wasn't the First Great Man to Entertain a Negro—Jefferson Preceded Him—Negro Landed Here Before Pilgrim Fathers.

The biggest Fourth of July celebration ever held by Afro-Americans of the five boroughs was marked by an attack on Booker T. Washington by the orator of the day, the Rev. Dr. Owen M. Waller, former rector of St. Luke's Episcopal Church of Washington, D. C., and by a defense by the Rev. S. W. Timms, pastor of the Holy Trinity Baptist Church of Brooklyn, who declared that "the big hot air pipes of the race are spending too much time in discussing negroes that are trying to do something, and are not doing anything themselves for the betterment of the race.

"Can't the learned doctors of the race," said the Rev. Mr. Timms, "let the past be done with and suggest something for the future. Let this day mark the end of denunciation and the beginning of the accomplishment of something."

The meeting was in the open air, at Bergen street and Rochester avenue, and a large platform had been erected, upon which were prominent negro clergymen, lawyers and business men. The audience joined in singing "America," after which the Rev. L. J. Brown introduced the first speaker, F. F. Giles, who said:

"There are some people who say we should not sing 'America,' but there are no people who have more right to sing it than the negroes, for we are Americans and in the soil of America, from Bunker Hill to Florida, the bones of negroes are bleaching, and the blood of the negro has enriched the soil and made it blessed."

The Rev. Dr. Waller said: "We are Americans to the very backbone, and were pioneers and founders of the republic. The negro landed in America before the Pilgrim Fathers, and he has a right to belong to the Society of the Revolution and to the Colonial societies. We don't appreciate our Americanism, but let others get in front of us. The negro is first of all an American, it matters not what he may look like.

"Much has been heard of President Roosevelt breaking bread with a distinguished colored citizen, but if you know the history of your race you will be reminded that George Washington wrote commending a young negro woman, Phillis Wheatley, upon her beautiful poetry, and Thomas Jefferson entertained at his estate the great astronomer, Benjamin Banneker, whose first almanac was adopted by the Academy of France. So we have no reason to hide our face or to apologize when we appear in public.

"As an educator, executor, a builder and teacher, Dr. Booker T. Washington has my unstinted regard. Tuskegee, with all of its grandeur, will live as a monument to Dr. Washington long after he is dead. But on the question of the subtle, brutal constitutions and Jim Crow cars of the South, I part ways with Dr. Washington. His ideas on these questions would handicap children, and he is laying plans for the degradation of my daughter and my daughter's daughter, and the race should condemn any man who would not condemn the Jim Crow cars of the South.

"We are citizens not of a monarchy but of a republic, and each citizen is a sovereign and exercises the prerogatives of a sovereign, yet Dr. Washington would take away our liberty and equality. I do not want Dr. Washington as a national leader, made so by white men, nor to teach me politics or to teach my boys to think light of citizenship, or of the manhood God has put into me. We are not followers of fads and follies, but are true Americans, and as Americans we will in time compel all to recognize our equality before the law."

THEIR PEACE PIPE WENT OUT.

Knives and Pistols Mark Close of Italian Love Feast.

Dominick Santora of 308 Union street, Brooklyn, and his brother, Carlo, of 43 Winter street, Brooklyn, came over to 9 Crosby street yesterday to bury the hatchet with several Italians who lived there. After they had smoked the pipe of peace the Santoras, with nine of their countrymen, began to play "morra" for beer.

When the drinks had got to work some one started a row. More than a score of shots were fired and knives were freely used.

Policeman Edward Mahoney got to the house in a hurry, but four men had escaped. With the help of Policeman Frank Bunanno he held the remaining seven until help came.

Dr. McMahon from St. Vincent's Hospital looked the Italians over at the station.

Dominick Santora was stabbed in the back and shot in the face and back. His brother was stabbed in the shoulder. Carlo went home, but Dominick was taken to the hospital badly used up. The other five were locked up.

CONTEST MRS. COLTON'S WILL.

Effort Made to Get a Larger Share for Great-Grandchild.

SANTA CRUZ, Cal., July 4.—A sensational will contest has been begun in the Superior Court here, involving the estate of the widow of Gen. D. D. Colton, a former railroad magnate and associate of Collis P. Huntington. Gen. Colton, who died in 1878, left his entire wealth to his widow, who died last February in Washington, D. C., leaving an estate worth over $750,000, principally to her daughter and granddaughter, Mrs. Carmine C. Martin and Katherine A. Martin, the other heirs being Theodosia, Grace and Catherine A. Martin. Siegfried Sacher of San Francisco, the husband of Mrs. Colton's daughter, who, like her mother, is now dead, brings suit on behalf of his five-year-old child, Helen Marguerite Sacher. He alleges that undue influence was used by Mrs. Martin during her mother's last illness to have her will drawn in favor of the married daughters and other relatives and omitting to provide for the Sacher great-grandchild except to leave her $1,000.

OLD COUPLE UPSET.

Automobile Frightens Team, and Importer Straus and His Wife Are Injured.

LONG BRANCH, N. J., July 4.—Mr. and Mrs. Ferdinand A. Straus of 5 East Ninety-fourth street, New York, while driving to-day, were thrown from their carriage and badly injured. Their team was frightened by an automobile in Cedar avenue. The driver, in trying to check the horses, turned toward a hedge, and the carriage struck a post and upset. Mrs. Straus was badly hurt. Mr. Straus is a silk importer and is nearly 70 years old.

Mrs. Maier Died a Natural Death.

Dr. O'Hanlon of the Coroners' office yesterday performed an autopsy on the body of Mrs. August Maier of 1768 Second avenue, who died last Saturday at the Manhattan State Hospital, where she had been taken from Bellevue. He found death due to natural causes. Supt. Dent of Manhattan Hospital had reported that the woman, "showed many superficial bruises and abrasions." Acting Superintendent Rickard denied that Mrs. Maier had been maltreated in Bellevue.

Dressed to Sail to Husband; Dies in Fire.

Mrs. Camillo Treno, who was getting ready to sail for Italy to join her husband, was burned to death yesterday morning at 17 Laight street. Four children, who had been dressed and sent to the street, will be looked after by the Children's society until the father sends for them.

Mrs. Treno dropped a lighted match in a bundle of papers in a dark closet. The blaze set fire to her dress.

To-day We Open Our Great Semi-Annual Remnant Sale.

All remnants accumulated in the past six months on sale. Suit, $18.00. Trousers, $4.50. Tailored the Arnheim way, with shape-keeping device, and our guarantee for style and perfection.

ARNHEIM

Broadway & 9th St.

WEAVER'S JULY 4 LETTER.

Mayor of Philadelphia Sends a Greeting to Pleasantville.

PLEASANTVILLE, N. Y., July 4.—A latter from Mayor John Weaver of Philadelphia was read at the Fourth of July celebration here to-day. Mayor Weaver wrote:

We shall do well to remember at this time, and at all times that "eternal vigilance is the price of liberty," and we should be careful never to forget to exercise that great right of all Americans, the right of franchise. We should most jealously guard it as the most sacred right of citizenship that we have. Let us keep it pure and never forget that through it we, each of us, have a voice in every act of the government, whether our city, our State or the nation. I have no patience with the man who tires of well doing. His reason will probably be "What's the use? My one vote or voice can't accomplish anything." My answer to that is there are thousands upon thousands who will add their vote and their voice to yours and whether you know it or not still your duty is to guard your rights of a free American citizen as vigilantly as you would the happiness and safety of your children or your own good name.

Oh, how is it possible for any American citizen to ever even grow lukewarm in the exercise of those rights of American citizenship that those men of 1776 fought, suffered, bled and died to secure for him?

We send our greetings to you to-day from Independence Hall in which is enshrined the old Liberty Bell, from the City of Brotherly Love, and as it comes let us all give renewed loyalty to our flag and renewed devotion to the greatest nation of the earth, ever which the Star Spangled Banner floats and will continue to float through the centuries to come as Columbia continues to successfully work out the destiny of the republican model of government. God bless the American people.

Addresses were made by Daniel P. Hays, the former village president; the Rev. Mr. Sanford and Village President Charles M. Lane.

PLANNED TO BRAND A PRIEST.

Mafia Wanted Revenge on Father Cerruti for His Preaching.

CARBONDALE, Pa., July 4.—Testimony at the hearing of Sam Rita, who was arrested on suspicion of being in a Mafia plot to kill Father Cerruti, an Italian priest who preached against the organization, indicated to-day that it was not the intention of the Mafia to murder Father Cerruti, but to brand him, and the meeting in the cave which the police raided was for the purpose of instructing men how to do the branding. They were told to slash the victim on each cheek with a razor so as to mark him for all time as an enemy of the society. Detectives secreted outside of the cave heard all the details of the plot. The men who were deputed to do the slashing had wooden razors and were instructed how to do the work by making use of a dummy victim. The hearing developed the fact that Rita was the chief of the gang and he was committed without bail.

ARBITRATION MIXUP.

Strike of Laborers in Marble Yards Tangles the Builders.

A general strike of marble mill hands for a new agreement, which started a month ago and is still in progress, has involved some of the marble trades which are working under the arbitration agreement of the Building Trades Employers' Association. The mill hands are employed at the yards. They are not regarded as skilled laborers by the employers' association, which therefore does not recognize them in the arbitration agreement.

Some of the other trades hold that this refusal to recognize the mill hands is a violation of the arbitration agreement, as the other trades suffer in consequence. There also is a mixup of the trades, by which individual members of one of the trades working under the arbitration agreement are involved in the strike.

It was decided yesterday to lay the question before the general arbitration board of the employers and the unions this week.

ALLEGES UNION CONSPIRACY.

Discharged Painter Takes Criminal and Civil Action.

PITTSBURG, July 4.—Seven warrants for conspiracy have been issued against men connected here with the Brotherhood of Painters, Paperhangers and Decorators of America, and hearings will be held before Alderman Groetzinger to-morrow afternoon. Frank E. Smith, fourth vice-president of the brotherhood, and five workmen have been sued by C. A. Rosenberger of the Painters' Protective and Beneficial Association, a rival organization.

Rosenberger alleges that he was discharged from working on the county buildings here at the instance of Smith and the others.

Mail Wagon Drivers to Confer.

General Organizer Moynihan of the International Brotherhood of Teamsters reported yesterday that a conference has been arranged for Thursday or Friday between the representatives of the mail wagon drivers and a representative of Contractor Wolcott. He said that an amicable settlement would be reached, that there had been no danger of a strike at any time and there was no necessity for a strike. There are twenty-two separate unions in this city affiliated with the International Brotherhood of Teamsters, of which the Mail Wagon Drivers' Union is one.

Painters Trying to Agree.

The Amalgamated Painters' Society and the New York locals of the Brotherhood of Painters, it was reported by the representatives of both organizations yesterday, are taking a vote on the adoption of a plan of amalgamation drawn up by a joint committee. The plan will only affect this city, where the brotherhood men and the members of the Amalgamated Painters' Society have been at war for years.

Alleged Car Robbers Held.

Two young men, who said they were George Emmons, 22, and George Bechtel 18 years of age, of West Albany, N. Y., were held yesterday in the West Fifty-fourth street police court for further examination on the charge of attempting to rob a New York Central freight car in the yards at Eighty-second street. Policeman Kelleher said he had heard them plotting to open a car. The prisoners said they were only stealing a ride.

Brinetta Wins Race for Sea Cliff Yachts.

SEA CLIFF, July 4.—The Silkworth boat Brinetta won the first race for the Morosini cup, the commodore's cup and the fifth race in the point system over the club course to-day. The race was postponed on account of calm from 11 to 3 o'clock. There was a fine southwest breeze at the latter hour, and the boats got away on the minute. The Brinetta led, but at the first turn was overhauled by the Kim, sailed by Harry North. The Brinetta soon took the lead again, which she kept over the entire course, finishing 7 minutes and 37 seconds before her nearest competitor. The time follows: Brinetta, W. S. Silkworth, 5:12:40; the Kim, Harry North, 5:20:17; the Agnes, Ethel Ryley Parsons, 5:24:34.

SAVE BANK AND DEVLIN, TOO.

HIS CREDITORS MAY TAKE OVER THE KANSAN'S AFFAIRS.

They Believe That He Has Assets of $7,000,000 and Liabilities of Only $2,000,000—A Forced Sale Might Leave Him Broke, but Would Pay Debts.

TOPEKA, Kan., July 4.—Efforts are being made to-day among the banking creditors of C. J. Devlin here and in Kansas City, Chicago and St. Louis to finance the Devlin Holding Company, which intends to take over all of his affairs. If this is done it is predicted that the First National Bank of Topeka will not only pay all obligations, in full at an early date, but that a large fortune will remain for Devlin.

That Devlin's assets, if properly handled, will aggregate nearly $7,000,000 as against liabilities, almost exclusively to banks, of $2,000,000, is the firm belief of those most interested. If the various properties are disposed of at forced sale, it is believed, the creditors will all get their money, but nothing will be saved to Devlin from his fortune. The amount which must be raised immediately is placed variously at from $250,000 to $1,000,000, with the former amount generally accepted as the correct sum.

James T. Hadley, temporary receiver of the bank, said this morning that no statement of the bank's condition would be made until the Comptroller of the Currency gave it out. The feeling of alarm here has subsided, and the closing of the banks today because of the holiday, it is believed, has put an end to the small runs on the other banks.

There is no stringency in financial affairs here because of the failure, this being due to the fact that more than half of the deposits of $1,300,000 were by the State, county and city, and $75,000 by the Knights and Ladies of Security, a fraternal organization.

While there has been talk of possible prosecution growing out of the failure, there is no definite statement made as yet. The basis of talk is the law which prevents the lending of more than $30,000 to one person. Devlin or companies under his control have borrowed over $1,000,000 from the bank.

KANSAS CITY, Mo., July 4.—A Kansas City bank last night received an inquiry from Baltimore indicating that C. J. Devlin, the millionaire coal operator and principle stockholder in the First National Bank of Topeka, closed yesterday, owes $710,000 to a trust company of that city.

It is known that Devlin and his corporations owe the First National of Topeka $1,100,000, other banks in Topeka something like $500,000, Kansas City banks nearly $1,000,000, St. Louis banks $350,000, and Chicago banks about the same amount.

POLICE SHIELDS NOT PASSES.

Only Real Plain Clothes Men Ride Free in Plain Clothes.

A number of policemen are grumbling. Up to Monday they could ride on the elevated or subway lines on their shields. Now they have to pay unless they are in uniform.

On Monday all the plain clothes men in the different precincts were summoned to Police Headquarters. To each was handed a card showing that he is a member of the department. They were told that hereafter when they ride on the subway or elevated lines they would have to present the card with their shields and they would be allowed to ride free. Otherwise they would have to pay fares.

The card each sleuth got will be made out monthly. The yellow shields worn by captains, desk sergeants and detective sergeants are still good. The plain cop cannot understand why he shouldn't have the same privilege in plain clothes.

AUTO BOAT LOSES RUDDER.

E. R. Thomas Sails the Dixie on a Reef—Argo Wins in Fast Time.

E. R. Thomas's new auto boat Dixie and a new boat named Argo, built and raced by Charles L. Seabury, met in a race arranged by the Indian Harbor Yacht Club yesterday afternoon. The two boats, which are very near the same size, started together to go twice around a 14 mile course. The Dixie was ahead at the start, but on the first round the Argo beat her in actual time by 27 seconds. Then, for some unexplained reason, Mr. Thomas steered the Dixie straight for the Hen and Chickens reef. He had been given a chart of the course just before the race started, and this chart showed all obstructions. If he had wanted to wreck his boat he could not have tried harder, and it was lucky that he got off with only the loss of the rudder. The Dixie had to be towed in, and there will be another job for the builders.

On the first round of the course, which was from off the clubhouse at Indian Harbor to the bell buoy off Lloyd's Point and back, the times of the two boats were: Dixie, 35:20; Argo, 34:53. For this 14 miles the Argo had been traveling at the rate of 24.08 miles an hour and the Dixie at the rate of 23.73 miles an hour.

On the second round of the course the Argo did still better. She made the fourteen nautical miles at the rate of 24.57 nautical miles an hour, her time for the fourteen miles being 34 minutes 11 seconds. For the whole course her time was 1 hour 9 minutes 4 seconds. She made the distance at the rate of 24.324 nautical miles an hour. She did each mile in 2 minutes 28 seconds. In statute miles her speed was 27.972 miles an hour. This is the fastest time that has ever been made by an auto boat in a race on this side of the Atlantic. The boat is a new one, and it is very probable that when she is in better tune she will do faster miles.

In the next class the Challenger and Skeeter raced, and the latter won. The Skeeter is a new Seabury boat, and the Challenger, on account of difference in size and power, had to allow her 14 minutes 31 seconds. The Skeeter won the race with plenty to spare. She averaged 19.92 nautical miles an hour and the Challenger 20.99. The latter, on the first leg of the course traveled at the rate of 20.03 miles an hour, but on the second leg she improved her speed to 21.96.

The boats were sent off according to their handicaps, and the first in each class was the winner. H. Wilmer Hanan and Charles E. Simms managed the regatta.

The starters, with their ratings, allowances, &c., follow:

FIRST CLASS.

Yacht and Owner.	Rating.	Allowance M. S.
Dixie, E. R. Thomas	95.08	1 08
Argo, C. L. Seabury	95.70	allows

SECOND CLASS.

Skeeter, E. J. Schroeder	74.85	14 31
Challenger, W. G. Brokaw	88.35	allows

THIRD CLASS.

Em Bee, Louis Neumann	32.22	33 20
Lucania, Jr., W. J. Hewlett	42.00	allows
Nawquise, A. G. Cooper	41.60	1 15

The summary:

FIRST CLASS.

	Start. H. M. S.	Finish. H. M. S.	Elapsed Time. H. M. S.
Dixie	2 30 00	disabled.	
Argo	2 31 08	3 40 12	1 09 04

SECOND CLASS.

Skeeter	2 40 00	4 04 15	1 24 15
Challenger	2 54 31	4 14 00	1 19 29

KNICKERBOCKER ONE DESIGN.

No. 12, M. E. Connolly	3 55 00	4 27 48	32 48
No. 6, J. E. Brown	3 55 00	4 28 19	33 19
No. 9, J. C. Sulzbach	3 55 00	4 29 33	34 33
No. 1, F. L. Kraemer	3 55 00	4 27 15	32 15
No. 10, W. H. Gossert	3 55 00	4 30 15	35 15

Wide open again.

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ROGERS, PEET & COMPANY.

Three Broadway Stores.

258 at Warren st. | 842 at 13th st. | 1269 at 32nd st.

PIANOS AND ORGANS.

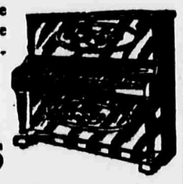
At Our Transfer To Bloomingdales LEX. TO 3RD AVE. 59TH TO 60TH ST.

Phenomenal Sale of

Pianos $1 A week

Don't miss the Greatest Piano Sale in America.

Come at once and secure one of those celebrated $350 Walters Pianos For $195



Including stool and cover.

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Guaranteed for ten years.

Piano delivered on payment of $5. Upon request representative will call.

BLOOMINGDALE BROS., Lex. to 3d Ave., 59th to 60th Street.

JAY WINS THOMAS TROPHY.

CHICAGOAN DEFEATS NEW YORKER IN INTERCLUB RACE.

National Circuit Championship Event at Morris Park Autodrome a Walkover for Westerner Owing to Others' Inability to Compete—New Mile Record.

Clipping three and two-fifths seconds off the world's track record, winning the Dr. Thomas interclub trophy away from the Automobile Club of America, and taking the National Circuit Championship event was the sum of Webb Jay's work yesterday at the Morris Park Autodrome. The second and concluding day of the American Automobile Association's meet was not marred by any accidents and the events were witnessed by 4,000 spectators, many of whom went to the course in touring cars.

The chief interest was in the Chicago versus New York contest for the trophy donated by Dr. Harold E. Thomas of Chicago, for races between cars representing the Chicago Automobile Club and the Automobile Club of America. It was first contested for at the Harlem track, Chicago, on Decoration Day, when the A. C. A. emerged victorious. The Chicago club at once challenged and Jay was victorious in the first heat, which was run on Monday, Christie being stopped by a punctured tire when he was leading.

Chevrolet was to have been Jay's opponent in the second heat but could not start owing to a disabled car, so Jay agreed, upon the solicitation of the A. C. A., to let Christie take Chevrolet's place. After two false starts, both Jay's fault, the pair were sent away on their four lap journey, Christie having five yards the better of his opponent. Christie's car ran beautifully, and he led Jay by 150 yards at the end of the first lap, which he made in 1 minute 16 seconds, a new course record. Christie added 200 yards more to his advantage in the second lap, covering the last mile of it in 50 1-5 seconds. At the end of the third lap Christie was just a quarter of a mile ahead of the Chicago man. One of Christie's tires was punctured in the last mile, but he won in spite of this by 300 yards.

While Jay was waiting for Christie to replace the punctured tire he made a time trial against the world's one mile track record of 52 1-5 seconds, made recently at the Autodrome by Louis Chevrolet in Major Miller's 90 horse-power Fiat. Jay circled around a few times and then signaled he would begin his effort. He kept fairly close to the pole around the turn, but ran wide as he approached the curve in front of the clubhouse. His time for the mile had been 48 4-5 seconds, a cut of 3 2-5 seconds of the old record, and it seemed as if every automobile horn on the grounds was tooted in applause when he slackened up the next time around to ask how fast he had traveled.

The third and deciding heat of the Chicago-New York race was to have been at ten miles but was changed to five at Christie's request, as his tires were in bad condition. Jay had the pole this time and the start was an even one. Jay led into the first turn by ten yards and kept his advantage until the pair straightened out in the backstretch. There Christie got his double ended car going and passed Jay before half a mile had been covered. Christie was 100 yards in the lead at the beginning of the second lap, but Jay gained about ten yards before the third lap was started. Jay gained fifty yards in the third lap and was trailing Christie as they entered the clubhouse turn for the last time. About the middle of the turn Christie skidded badly, swinging far out from the pole. Jay seized the opportunity and jumped past his opponent to the inside of the track. He gained rapidly on Christie until he crossed the line and defeated him by 400 yards. After the race Christie explained his slowdown in the last lap by saying that the clutch of the rear wheel engine had been burned out, probably because of oil dropping into it, and he had been forced to finish with but half of the car's usual horse-power available.

The first event to be run was the A. A. A. National Circuit championship, in which there had been seven entries. Wurgis, Sartori and Roberts were unable to race on account of their accidents on Monday, Fletcher could not get the De Dietrich tuned up and W. Gould Brokaw had been unable to secure a drive for his Renault racer. This left Chevrolet and Jay as sole competitors, and they ran slowly to the starting point up near the far turn. Very soon Jay's machine rolled up to the judges' stand with Chevrolet sitting on the rear end of it. The Frenchman told the officials that the shaft of Major Miller's big Fiat was broken and that he would be unable to race again during the afternoon. So while a fussy little runabout was towing the big Fiat racer off the track Jay was sent around the track once for a walkover. Chevrolet seemed to feel very badly over his inability to compete, as he has four of the circuit events to his credit. When Chevrolet examined the engine he found that one of the cylinders had been slightly cracked, in addition to the shaft breakage.

Out of fourteen entries in the three lap Cracker handicap, six appeared at the starting line. Leland with the 7 horse-power Stevens-Duryea had the limit mark of 3 minutes, 30 seconds. Yesterday he abandoned the careless position of the previous day and crouched forward as though he were piloting a "Green Dragon" or the old "999." The handicapping, a one man job by John C. Wetmore, was very well done and Leland with his real racing man pose held the lead until he was very near the finishing line. Harry Hill, with a 30 horse-power Simplex, had received 30 seconds handicap and he came into the homestretch behind Leland. Hill overhauled Leland when the latter still had 150 yards to cover. Hill won by 75 yards from Guy Vaughan, who had started from scratch with the 40 horse-power Decauville racer. Vaughan had come with a rush in the last mile and led Leland over the line by 10 yards.

The Fiat Junior and Guy Vaughan's Decauville were the only starters in the three lap middleweight championship, as Wurgis had been unable to fix up the Reo Bird after its accident of Monday. Parker, in the Fiat, had the pole and he secured the lead on the first turn. He had 50 yards lead over Vaughan at the end of the first lap and gained another 35 yards in the second lap. The newest of the imported racing cars continued to gain and Vaughan was 120 yards behind when the Fiat Junior finished.

In addition to Jay's sensational performance, there were three other time trials at one mile. Alfred Comacho came out with a little 12 horse-power single seated runabout, which had been made to appear real rakish and racing by removing the hood. The grizzled hero of many a famous old potato and sack race then took down the American flag he had been carrying on his car to keep down the wind resistance. He assumed his best Barney Oldfield expression, the starter's red flag fell and Comacho's race against time was on. For eight long furlongs he drove his car to its utmost, and the timers said his time for a mile had been 1 minute 15 3-5 seconds. Then Guy Vaughan tried his hand at one mile record making, driving the 40 horse-power Decauville racer that holds the 1,000 miles honor. He made the distance in 58 3-5 seconds, which broke the old middleweight record of 59 seconds, which M. G. Bernin had made with W. Gould Brokaw's 30 horse-power Renault. Vaughan did not keep the record very long, for E. Parker went out with the Fiat Junior, of 24 horse-power, with which he scored a mile in the extremely fast time of 55 4-5 seconds, which is a middleweight record that will stand many assaults.

National Circuit Championship—Free-for-all four laps, 5.56 miles—One lap walkover for Webb Jay, 15-20 horsepower White. Time, 1 minute 43 3-5 seconds. Chevrolet did not start owing to a broken crankshaft.

Cracker Handicap—Three laps, 4.17 miles, open to all—Won by Larry Hill, 30 horse-power Simplex (30 seconds); Guy Vaughan, 40 horse-power Decauville (scratch), second; Frank Leland, 7 horse-power Stevens-Duryea (3 minutes, 30 seconds), third. Time, 7 minutes 22 seconds. Won by 75 yards.

Middleweight Championship—851 to 1,432 pounds, three laps, 4.17 miles—Won by E. Parker, 24 horse-power Fiat Junior; Guy Vaughan, 40 horse-power Decauville, second. Time, 4 minutes 10 2-5 seconds. Won by 120 yards.

Chicago Automobile Club vs. Automobile Club of America—Four laps, 5.56 miles for the Dr. Harold E. Thomas interclub trophy. Second heat—Won by Walter Christie, Automobile Club of America, 120 horse-power Christie; Webb Jay, Chicago Automobile Club, 15-20 horse-power White, second. Time, 5 minutes 14 2-5 seconds. Won by 300 yards. Third heat and race—Won by Webb Jay; Walter Christie, second. Time, 5 minutes 28 1-5 seconds. Won by 400 yards.

One Mile Flying Start Record Trials—Webb Jay, 15-20 horse power White. Time, 48 4-5 seconds. Alfred Comacho, 12 horse power Franklin. Time, 1 minute 15 3-5 seconds. Guy Vaughan, 40 horse-power Decauville. Time, 58 3-5 seconds. E. Parker, 24 horse-power Fiat. Time, 55 4-5 seconds.

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Over a Thousand Beautifully Made Suits, worth $10 to $15

TODAY at $4.75 a SUIT.

The picture shows five of the styles, representing the largest quantities of the suits; but there are dozens of other designs. The materials include most of the popular fabrics of the season—

Pure White Linens, Dimities, Solid-colored Madras, Grass Linens, stunning effects in Madras with clipped figures, Soisettes, black-and-white effects in Madras, Swiss Muslins, Plain Mulls, Panama Cloth, blue, gray and tan Linens, Printed Lawns and Striped Lawns.

Sizes complete, from 32 to 44.

The Suits come from one of the largest and best factories in the country. Every Linen suit is absolutely pure linen; every fabric was carefully selected, as to both quality and style. The workmanship is of the very highest character throughout. Every suit is in its own individual box—spic-span, fresh and perfect.

The suits have sold, and are today selling in the best stores throughout the country, at $10 to $15—

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So important do we count the offering, that we have given over the Main Aisle to the selling today. Ready as you read.

Who Needs a New Straw Hat Today?

Did yours blow off the yacht; get caught in the rain; or get sat on? Or, having served you half a season, does it look a little rusty—ready for a new one?

Then, here's your lucky opportunity.

Down go the prices on Men's Straw Hats, all along the line—

$1.50 and $2 Straw Hats Now at $1
$2.50 and $3 Straw Hats Now at $2
$4 and $5 Straw Hats Now at $3

Both Split and Sennit braids are included, in all popular shapes of the season, in sizes and proportions for all sorts of men.

Men's Hat Store, Second floor, Ninth street.

JOHN WANAMAKER,

Formerly A. T. Stewart & Co., Broadway, Fourth Ave., 9th and 10th Sts.

New Uptown Ferry OF THE NEW JERSEY CENTRAL AT FOOT West 23d St. (North River)

CONNECTS WITH ALL TRAINS FOR Philadelphia, Baltimore Washington, Atlantic City Asbury Park and All New Jersey Coast Resorts

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Special Reductions.

A SPECIAL Reduction in Several Lines of our High Grade Garments. All are of new designs and marked character ..... 20.00 to 25.00

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TWO-PIECE Outing Suits—For Summer comfort 10.50

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3 Broadway Stores: At 13th St., at Canal St. and near Chambers St.

A SUMMER RESORT AT SEA.

Where a Week's Sojourn Gives All the Benefits of an Ocean Voyage, Without Its Discomforts.

BLOCK ISLAND, R. I.

4 1-2 Hours from New York.

LONG ISLAND RAILROAD AND MONTAUK STEAMBOAT CO., LTD., VIA MONTAUK POINT.

Leave New York, 34th St., at 10:20; Flatbush Ave. Station, Brooklyn, 10:23 A. M., daily, except Sundays, for Montauk Point, connecting with the new steamer "Montauk," arriving at Block Island 3:00 P. M.

On Saturdays an additional train will leave New York, 34th St., 1:20; Pier 13, E. R., 1:00 P. M. Brooklyn, Flatbush Ave. Station, 1:37 P. M., arriving at Block Island 6:20 P. M.

Returning leave Block Island week days 11:30 A. M., arriving at New York, 34th St., 4:15 Brooklyn, 4:22 P. M.

On Mondays (except July 3d) and on July 5th, additional service; leave Block Island 6:30 A. M., arriving at New York, E. 34th St., 11:38; Brooklyn, 11:45 A. M.

See steamboat column for steamers from New York to Block Island and Shelter Island.

INTERNATIONAL CHESS.

Janowski Retains Lead in the Ostend Tournament.

Special Cable Despatch to THE SUN.

OSTEND, Belgium, July 4.—As the result of the play in the sixteenth round of the international chess masters' tournament at the Kursaal, to-day, Janowski, the leader, retained first place in the competition, half a point ahead of Maroczy, both drawing their games, with Tschigorin and Burn, respectively. Schlechter moved up into third place by defeating Leonhardt, followed closely by Marco, who won from Taubenhaus, and Dr. Tarrasch, who drew with Wolf. In the other games the American, Marshall, lost to Teichmann, and Alapin drew with Blackburne. The adjourned games between Tarrasch and Teichmann and Blackburne and Tschigorin, from the fifteenth round, will be decided to-morrow. The scores to-date.

	Won.	Lost.		Won.	Lost.
Alapin	7	9	Marshall	8½	7½
Blackburne	6	9	Schlechter	10	6
Burn	7½	8½	Tarrasch	9½	5½
Janowski	11	5	Taubenhaus	13	3
Leonhardt	8	8	Teichmann	8	7
Marco	9½	6½	Tschigorin	4½	10½
Maroczy	10½	5½	Wolf	7	8

New York Athletes Win at Albany.

ALBANY, July 4.—The New York athletes carried off the honors at the Fourth of July meet at Ridgefield to-day. They took places in every event in which they contested. In the final of the 100 yard dash Lawson Robertson of the Irish-American Athletic Club ran in 9 4-5 seconds. His work was the feature of the day. He got first place in the 100 yard dash, the high jump, the 220 yard dash and third in the broad jump. About a third of the total number of prizes offered were won by the New York boys.

Members of the Pastime, Irish-American and New York athletic clubs competed.