BIG BOY KILLED ON A SPREE

HAPPY GO LUCKY NEGRO MURDERED IN TENDERLOIN.

A Harmless Giant, He Laughed and Sang at His Work, but When the Liquor Was in Him He Made the Mistake of Kicking a Dog—Banjo Player Shot Him?

Big Boy, a 6 foot South Carolina negro who has been working in the Pennsylvania excavation, started out yesterday morning to spend the week's wages he had drawn the day before and it ended in some one blowing off the top of Big Boy's head.

Big Boy's real name was Oscar Hicks, but the police didn't find it out for hours, because none of the men he worked with knew it. The day he joined the shovel brigade on the Pennsylvania work two months ago the negro got his nickname because he was a great big, overgrown boy, who laughed while he worked and couldn't be drawn into a quarrel. Big Boy fitted him so well that no one asked him his name and he didn't volunteer to tell it.

While some of Big Boy's fellow workmen were on their way to the big excavation yesterday morning they were surprised to see him staggering along Seventh avenue with a white woman. When they spoke to him he muttered a surly reply and lurched on down the street, with the woman at his heels.

Big Boy spent the forenoon in the black and tan resorts in the neighborhood. About 11o'clock he had his first temperate thought of the day, and he decided to go to Mammy Cole's coffee and pie shop at 143 West Thirty-second street and get a cup of her good strong coffee to straighten him out. Mammy's little shop is the gathering place of a crowd of shiftless negroes and whites.

The same old banjo playing crowd was there when Big Boy and his companion entered. Most of them knew him, but he wasn't in a mood to reply to their greetings. As he sat down he tumbled over a bulldog owned by Beverly Coles, one of Mammy's two sons. The dog gave a howl, and Beverly, who was behind the counter shouted:

"Say, nigger, be careful whose dog you're steppin' on."

Big Boy instantly lifted his right foot and sent the dog sprawling to the other side of the room. Then there was a pistol shot and Big Boy staggered toward the door of the place, holding his hand over a big wound in the top of his head.

The restaurant was in an uproar. The men in the place fought to get out before the police arrived, but the half dozen women, white and black, were too frightened to move. Finally the wounded negro made his way to the street, but his strength was gone and he fell before he got to the corner of Seventh avenue.

A truck driver jumped off his wagon and saw that the negro was dead. He pulled out a blanket and spread it over the body.

Policeman Haggerty arrested Roscoe Young, a negro barber, and four women, one of whom was white. They were held by the Coroner as witnesses. An alarm was sent out for Beverly Coles, who has a reputation in the neighborhood as a banjo player.

WARDEN HAYES WILL QUIT.

Trenton Asylum Head's Resignation to Be Tendered To-day.

TRENTON, N. J., Aug. 7.—William P. Hayes, warden of the State Hospital for the Insane in this city, which has been the object of a searching investigation by the Hahn committee of the Assembly, announced to-day that when the board of managers of the institution meets to-morrow he would tender his resignation to take effect on September 1.

Members of the board had virtually agreed that Mr. Hayes should be removed to-morrow, but had decided to give him the opportunity of retiring voluntarily instead of being summarily displaced, as was Dr. John W. Ward, the medical director. This information was apparently conveyed to Warden Hayes, for it scarcely became known about the institution before he announced his intention of resigning. Mr. Hayes was a protégé of former Mayor Frank A. Magowan when the latter was a potent factor in Republican politics.

Much of the testimony before the Assembly committee discredited the administration of Mr. Hayes. He was also under fire seven years ago, when an investigation of the hospital affairs was conducted by Gov. Voorhees. Powerful influences were brought to bear to save the warden at that time and these were generally believed to have been responsible for his retention in office.

WILLIAMS IN TRIUMPH.

John Sharp Says He Isn't Afraid of a Recount, but Sees No Sense in It.

JACKSON, Miss., Aug. 7.—John Sharp Williams arrived from his home in Yazoo City to-day. Mr. Williams says he has no fears of the result of the meeting of the State committee to-morrow. He says he is ready and willing to have a recount, but sees no sense in it because he believes his majority of 1,500, as estimated, cannot possibly be overcome. Mr. Williams was received by a great crowd and taken in triumph to his hotel.

Charges of fraud, stuffed ballot boxes, erroneous counts and statements that Republicans voted are being made by both sides. Gov. Vardaman's managers still have an eye on the prize.

SETBACK FOR BOB SHARKEY.

Election Board Rejects His Plan to Retain Hold on the Fifth.

Former Naval Officer Robert A. Sharkey has received a heavy jolt in his fight to retain his place as Republican leader in the Fifth Assembly district in Brooklyn. The Board of Elections has turned down his plan for the reapportionment of the election districts and approved that of the district captains, who have started a revolt against Mr. Sharkey's leadership. The politicians hold that the action of the Board of Elections indicates that Sharkey will receive no aid from Timothy L. Woodruff in his efforts to retain control of the organization in the Fifth district.

TENNIS UPSET AT LONGWOOD.

Clothier, National Champion, Beaten by Colston—Little Defeats Westfall.

BOSTON, Aug. 7.—W. J. Clothier of Philadelphia, the national champion, was defeated by F. C. Colston of Baltimore, a former Yale champion, in the fourth round of the tennis tournament of the Longwood Cricket Club to-day. This was the first upset in the three days play. Five hard fought sets, two of them deuce affairs, were necessary to decide the match, and both players were exhausted at the close, the heat being severe.

Another unexpectedly hard fought match was that between R. D. Little, a member of the Davis cup team of 1906, and W. F. Westfall of New York, which went five sets before Westfall exhausted himself and Little won. The play for the Eastern doubles championship continued to-day, with favorites always winning. The summary:

Longwood Singles—Fourth round—F. C. Colston defeated W. J. Clothier, 7—5, 0—6, 6—3, 5—7, 6—4; N. W. Halloxell, Jr., defeated H. Torrance, Jr., 4—6, 6—4, 6—0, 7—5; R. C. Seaver defeated R. P. Falkey, 6—4, 6—3, 6—1; R. D. Little defeated H. L. Westfall, 5—7, 7—5, 0—6, 6—2, 6—4; W. C. Grant defeated C. B. Neel, 4—6, 6—3, 6—1, 6—2.

Fifth Round—R. Leroy defeated C. H. Bull, Jr., 6—4, 6—3, 6—3.

Eastern Doubles—Second round—C. F. and H. Johnson defeated M. D. and H. H. Whitman, 0—6, 6—1, 6—3, 3—6, 6—3; W. C. Grant and H. L. Westfall defeated W. F. Johnson and H. B. Register, 6—1, 6—1, 7—5; A. S. Dabney and R. S. Lovering defeated E. M. and D. L. Pickman, 6—2, 6—2, 6—0; H. Leonard and G. P. Gardner, Jr., defeated G. H. Nettleton and T. B. Plimpton, by default.

Third Round—B. C. Wright and R. D. Little defeated C. Hobart and L. W. Niles, 6—4, 7—5, 7—5; W. A. Larned and W. J. Clothier defeated F. J. Sullivan and F. G. Colston, 6—1, 6—2, 7—5; A. S. Dabney and R. S. Lovering defeated R. Leonard and G. P. Gardner 1—6, 6—2, 6—4, 6—3.

FOR THURSDAY, FRIDAY AND SATURDAY

AN IMPORTANT SALE OF

2 & 3 Garment Suits for Men, $14.50

HALF OR QUARTER LINED WITH MOHAIR

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Two and Three Garment Suits of fine flannels, worsteds and homespuns—and exceptionally well tailored. Sizes 30 to 36 bust measure.

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AMONG THE AUTOMOBILISTS

EXCITING SPECIAL EVENTS AT ATLANTIC CITY.

Match Race Results in Dead Heat Between Cars of the Same Make—Montague Roberts Makes New Record for the Week—Results of the Other Contests.

ATLANTIC CITY, Aug. 7.—Exciting special events, match races between private cars and time trials in which the best record for the week was made marked the close of the race programme of the Atlantic City carnival to-day. Walter Christie's record of 34 seconds flat on the beach remains intact, all attempts to lower it to-day ending in failure. But for several gullies that had formed in the course near the start last night Montague Roberts in the giant 120 horse-power Thomas built for the Vanderbilt cup races would probably have dropped this time a notch or two. As it was Roberts lowered the record for the week to 39 1-5 seconds for the mile from a flying start.

Roberts's sensational performance came at the close of several snappy match races and a spectacular handicap event. The largest crowds of the week witnessed the performances. The failure of the motor cycle event to materialize caused the throngs some disappointment, two of the entered machines breaking down near the start. The crowd's mania for speed was partially appeased, however, when William Wray drove the Champion Simplex cycle a mile in 51 4-5 seconds.

Roberts won the special event for American cars, stripped, when at the wheel of the 120 horse-power Thomas he ran away from the Matheson, driven by J. B. Ryall, and the Stanley, with D. W. Harper. Stoddard-Dayton cars competed in a special race, in which J. Edwards won in 1:14. A. W. Whiting got second place. A match race in which two Stearns cars, one driven by Crawford and the other by Vaughn, ran a dead heat, was the most exciting contest.

The crowd found plenty of cause for cheering when neither of the flying 30 horse-power cars could outdo the terrific pace of the other and dashed over the line their noses so close that the judges were unable to decide the winner and announced the event a tie. The time for the mile dash was 1:05 2-5. It was one of the best tests of equality of build in a single make of machines ever witnessed on the local beach.

Frank Poth, the Philadelphia brewer, whose purchase of a $4,000 Thomas car within ninety seconds after he had expressed a desire for a new auto last Monday morning is still the talk of the stands, had the satisfaction of winning a special event from a Stoddard-Dayton car this morning when with Goyle at the wheel the Poth car crossed the line ahead by four lengths in 1:09 1-5.

Stripped Cars, American manufacture—Won by Thomas 120 horse power, Harry S. Houpt, Montague Roberts, driver; second, Matheson 90 horse-power, Matheson Company, J. B. Ryall, driver; Third, Stanley, 25 horse power, Stanley Motor Company, W. Walter Harper driver. Time, 50½ seconds.

Stoddard-Dayton Cars—Won by H. J. Edwards; second, A. H. Whiting; third, Gilbert H. Smith; fourth, I. Newton; fifth, John Wanamaker, Jr. Time, 1 minute 14 seconds.

Match Race: Stripped cars—Won by E. R. Thomas 40 horse-power, William McIlvrid owner and driver; second, Mercedes 30 horse-power, Harry Barrett driver. Time, 1 minute 11 1-5 seconds.

Handicap: Stripped cars—Won by Stearns 60 horse-power, scratch, Guy Vaughn driver; second, Matheson 90 horse power, handicap 12 seconds, Kelsey driver; third, Thomas 60 horse-power, handicap 3 seconds, William Coyle, driver; fourth, Thomas 40 horse-power, handicap 11 seconds, William McIlvrid driver.

Match Race—Won by Packard, 24 horse-power; S. P. Elliott, driver. Second, Matheson, 40 horse-power; R. G. Kelsey, driver. Time, 1 minute 9 1-5 seconds.

Match Race—Won by Stearns, 60 horse-power; Guy Vaughn, driver. Second, Stanley Steamer, 25 horse-power; G. Walter Harper, driver. Third, Thomas, 60 horse-power; Montague Roberts, driver. Time, 57 4-5 seconds.

Stearns Cars—Dead heat between Stearns 30 horse-power, Guy Vaughn driver, and Stearns 30 horse-power, Oliver Hoffman driver. Time, 1 minute 5 2-5 seconds.

Match Race—Won by Thomas, 40 horse-power; William Coyle, driver. Second, Stoddard-Dayton, 50 horse-power; S. P. Elliott, driver. Time, 1 minute 9 1-5 seconds.

Time Trial—Thomas, 120 horse-power; Montague Roberts, driver. Time, 39 1-5 seconds. Stanley Steamer, G. Walter Harper, driver. Time, 51 4-5 seconds. Thomas, 40 horse-power, William McIlvrid, driver. Time, 59 3-5 seconds.

The following announcement was made public yesterday by the Automobile Club of America: "The Automobile Club of America took possession of its new club house and garage on West Fifty-fourth street on April 18 last. On the first day of August, three months after its occupancy, $20,000 of the second mortgage bonds were redeemed and cancelled. Much satisfaction is expressed among the members at this evidence of the club's stability and progressiveness, and the governors are now planning to have at an early date in the fall a meeting of the club members for the purpose of burning the cancelled bonds. Further blocks of the bonds will be redeemed at short intervals. The membership of the club is increasing very rapidly and before the close of the year promises to reach the 2,000 mark."

It is now a little more than two years since the tire maker succeeded in convincing the automobile manufacturer and the autoing public in general that large wheels were of necessity the first step toward the solution of the tire problem, which was at that time far more pressing than it has been since, due to the adoption of the suggestion of those who were in an excellent position to know, says the *Automobile*. In fact, the advance in size has been so general that it is not difficult to determine a car's age by the size of its wheels, few of the heavier cars now carrying anything less than 36 inch rolling supports, while there has been an almost universal advance to 34 inches on the part of the makers of lighter cars.

The change has been so uniform that the question naturally arises: Is 36 inches the limit in this direction? And it is rather apropos at the moment in view of the announcement by its maker that one of the lowest priced two cylinder cars for 1908 is fitted with 36 inch wheels. The man who pays a high price for his machine looks for features that are lacking on low priced constructions, and the maker usually responds to this demand. Will this alone be sufficient incentive for the builders of expensive cars to make a still further increase in wheel sizes? The question is wholly one of cost. Rubber costs more to-day than it ever did, and skilled labor is still an expensive commodity, for the increase in the cost of making such tires will probably not be entirely proportionate to the difference in size, but will be apt to be greater.

With the greatly increased manufacturing costs that characterize the production of the modern automobile, due to the vastly better grade of materials used in its construction, there can be little doubt that the manufacturer is not anxiously seeking means to cut down the profit by the adoption of such a substantial percentage of increased cost as would be involved in tires of a larger size, say 38 inches. There is another equally important side to the question. Would the autoist care to foot the bills for replacing such tires and deem himself better off in the end, in view of the improved service they would render?

After taking up a lost motion in a bearing care should be taken in making the final adjustment, so that the strain of the bolts comes not on the journal but on the faces of the bearing liners or bushings. Where they do not come together they should be separated by thin "shims" or liners, upon which all the pressure is put. Otherwise the bearings will heat, and soon wear away and become slack again.

A committee has been appointed by the Schenectady Automobile Club to consult with Commissioner of Public Safety Smith regarding the rate of speed which might be maintained in that city by automobilists without fear of arrest. This action was taken as a result of the close watch kept by the motorcycle policemen of the city upon all automobile drivers. The members of the club also decided to have signboards placed at crossroads and at intervals along the country roads in that vicinity.

The Rochester Automobile Club is having signboards erected in the neighborhood of that city. The signs are of uniform size and shape, being made of enamelled iron. They give the name of the road, the direction to the nearest town and the number of miles which must be travelled before it is reached. The signs are mounted upon posts which are painted white and the club intends to have the posts painted every year.

In connection with the usual rules for valve grinding it is commonly recommended that a piece of cotton waste be placed in the cylinder casting just at the mouth of the valve port to prevent any of the abrasive from entering the cylinder proper. It is quite as important that the waste be removed after the process has been completed, and the average amateur is almost certain not to think of it for himself, although it is so obvious a rule.

Ever since there have been speed ordinances for automobiles the motormen on trolley cars, and especially those in charge of the big heavy ones that are used for interurban work, have had lots of fun laughing at motorists as they passed them on country roads or city streets. In Indianapolis, however, there may be a change, for following numerous complaints that the electric interurban cars running into that city are exceeding the speed limit Chief of Police Robert Metzger is planning to have them timed. Instructions have been given to the driver of the police White steamer to run alongside the cars through the city and catch their time with the speed indicator with which the police automobile is equipped. After this has been done it may be that the motormen will not be so much amused at automobilists in the future as they have been in the past.

It is a wise plan to draw up the studs or nuts holding down the cylinders of the motor from time to time, as well as to adjust similarly those which hold the power plant to the frame. Even so slight an amount of play as may be permitted by a half turn of slackness in one of these adjustments may be sufficient to put a tremendous and wholly unnecessary strain on the parts, especially when the slackness is local and exists only in one or two points in the system. Lost motion between stationary parts may be quite as injurious as that between those which move. It is not so much the possible play as the concentration of an enormous load on the remaining fastenings which is to be guarded against.

Indianapolis motorists are soon to have an extensive system of boulevards to drive over, the latest addition to the system being the North Capitol avenue boulevard. This runs from the centre of the city to Thirty-fourth street, a distance of almost four miles. The surface is frequently sprinkled with oil and none but pleasure vehicles—including all kinds of motor cars—are allowed upon it. A boulevard in the residence section has created quite a stir among the business houses, which are not permitted to run their delivery wagons on the boulevard for more than one consecutive square, while heavy commercial vehicles are not allowed on it at all. Four officers mounted on horses patrol the boulevard. The Fall Creek boulevard was finished last year and the city is now building the Pleasant Run boulevard on the south side of the city.

Finals Match of Bar Harbor Tennis.

BAR HARBOR, Me., Aug. 7.—Mrs. M. L. Feary and Miss Ruth Lawrence of New York beat Miss Natalie Knowlton and Miss Louise Knowlton of New York in the final match of ladies' doubles in the tennis tournament at the Swimming Club courts to-day. The summary:

Semi-finals—Mrs. M. L. Feary and Miss Ruth Lawrence, New York, beat Miss Susie Davis and Miss Pauline Davis, 4—6, 7—5, 6—4; Miss Natalie Knowlton and Miss Louise Knowlton, New York, beat Mrs. J. Pratt and Mrs. W. M. Leeds, New York, 6—1, 6—0.

Final—Miss M. L. Feary and Miss Ruth Lawrence, New York, beat the Misses Knowlton, New York, 6—3, 6—2.

An accompaniment for the luncheon—
A finale for the banquet—

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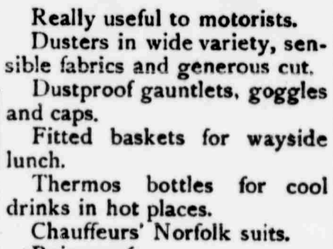

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White Felt, 1.25
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Everything in Straws, about half former prices.
Soft Brim Milans, now 1.00
Sennit Sailors, 65c and 95c
Pencil Curl Mackinaws, 1.49
Finest Split Sailors, 2.00
Panamas, 3.00; were 5.00

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Brass Bedsteads
Prices Are Reduced One-Third On
177 Bedsteads in 14 Different Designs

Flint Brass Beds, during the 15 years we have devoted to their structural perfection and improvements in design and finish, have come to be regarded as the aristocracy of Bedroom Furniture.

Flint Beds have rigidity, they have actual structural strength—they also have a richness of finish, whether it be polished or satin effect, while in durability and permanence of finish Flint Beds are unapproached.

The more than 177 beds in 14 discontinued designs, in various finishes and five widths, from 3 feet to 4 feet 6 inches, offered in this August sale, at one-third price reduction, to make room for the new designs daily being finished, will be immediately recognized as the superlative Brass Bed values of this year.

Patent casters are adjusted to Flint Beds, adding to the ease with which they may be moved over the heaviest floor coverings without difficulty and damage to the fabric, also over hardwood floors without injury to the surface.

Springs and Bedding for each of the beds will be supplied if desired at similarly advantageous prices.

Examples of Price Reductions:

	Reduced from	August Price.
3 ft. 3 in. Brass Bed, 7 laterals, 2-in. continuous tubing, Empire Wreaths	$55.00	$36.50
4 ft. 6 in. Brass Bed, 9 laterals, 2-in. square tubing	75.00	50.00
4 ft. 6 in. Brass Bed, 11 laterals, 1½-in. square tubing	95.00	63.00
3 ft. 3 in. Brass Bed, 11 laterals, 2-in. square tubing	130.00	87.50
4 ft. 6 in. Brass Bed, 9 laterals, 2-in. square tubing, scroll design	55.00	36.00
4 ft. 6 in. Brass Bed, 7 laterals, 2-in. square tubing, scroll design	48.00	32.00
3 ft. 3 in. Brass Bed, 5 laterals, 2-in. square tubing, fancy knobs	27.00	18.00
3 ft. Brass Bed, 5 laterals, bow foot, round knobs	26.00	17.50
4 ft. 6 in. Brass Bed, 7 laterals, bow foot, 2-in. continuous tubing	45.00	30.00
3 ft. 3 in. Brass Bed, 7 laterals, 1¼-in. continuous tubing	80.00	53.00
4 ft. 6 in. Brass Bed, 10 laterals, 2-in. square tubing	175.00	116.00
4 ft. 6 in. Brass Bed, 9 laterals, 2-in. square tubing, fancy knobs	70.00	46.50
White Enamel and Brass Bed, 4x6	12.00	7.50

In the purchase of a Brass Bed it is wise to be quite as thoughtful of quality as of appearance. If the quality is not in the bed, the good appearance will not last.

BEDDING
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ALL 1906 AND 1907 MODELS.
Speedsters and Touring Cars at Any price to clear. Cash Wanted.
Pierce-Great Arrows, "28," $1,200-$1,400; Locomobiles, $600 to $1,500; Packards, from $950; Oldsmobiles, Runabouts and Touring, $1,250-$1,500; Loziers, $1,800 to $2,500; Autocars, "30," from $1,000; Darracqs, $650 to $1,250; Cadillacs, $400 up; Maxwells, $400; 500 other unusual opportunities, any price. Demonstrations cheerfully given. Manhattan's Pioneer Establishment.
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AMERICAN Mat. Sat. The Outlaw's Christmas. Next Wk—The Life of an Actress.
KALTENBORN St. Nicholas Garden, W. 66th St. Wagner Night at 8:30. Al Fresco. Seats 500.

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JARDIN DE PARIS ATOP NEW YORK THEATRE, B'y, 45 St. ZIEGFELD MUSICAL REVUE FOLLIES OF 1907. 50 ANNA HELD GIRLS. Every Eve. 8:30. All the Stars at Sunday Night Concerts.
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