



DEVERY FOR MAYOR! RELIANCE SAILS WELL. ADMIRERS START BOOM. GLIDES ALONG EASILY.

Will Not Further Sacrifice Their Liberty to Murphy and Croker.

William S. Devery's boom for Mayor was launched in the 11th Assembly District last night at a beefsteak dinner, at No. 112 West One-hundred-and-eighteenth-st., attended by about one hundred and fifty of his election district workers.

"The time is come," said he, "when the people of our district should be respected. What have we to expect from Tammany Hall? What decent man will sacrifice his liberty at the dictation of Charles F. Murphy? I don't believe in having the leader of the 11th Assembly District turned down."

Devery did not attend the dinner. He was celebrating the twenty-eighth anniversary of his wedding at his home.

George Washington Gibbons, another enthusiastic supporter of the ex-chief, also declared against dictation from the Wigwam.

"Mr. Murphy and Mr. McMahon," said he, "are looking around already for a candidate for Mayor. We may have Cram crammed down our throats, and then again we may have McClellan."

Mr. McClellan is simply the son of a distinguished father. Neither of these gentlemen has any hold upon the affections of the voters in general.

But ask the rank and file of Tammany Hall whom they want for Mayor, and the answer will be, "Devery, or a man of his type."

The coming campaign is going to be an important one. I say to you tonight that whatever Murphy and his particular friends try to do at the primaries against the chosen leader of this district, we will stand ready to meet the foe, and we'll down them by a bigger majority than we had a year ago.

Inside Tammany Hall or outside the breakfasts, I'm for William S. Devery first, last and all the time.

Wallace B. Hunter, master of the dinner, who attacked Murphy in his speech last night, is a Bryan Democrat. He and his relatives were with the fusion forces in the last Municipal campaign.

Assemblyman Richard J. Butler said that Devery was very strong with the labor people in the city. He intimated that there might be a labor ticket next fall.

SHOT WIFE WHO LEFT HIM

In Reception Room of Morningside Apartments.

OUT OF WORK AND DESPONDENT.

Angered because his wife had left him and would not return to his home, Howard B. Lintner, a bookkeeper of No. 1,790 Amsterdam-ave., attempted to kill her last night in the reception room of the Morningside Apartments, at No. 40 Morningside-ave., by shooting her in the right cheek with a revolver.

The ball pierced the cheek, struck the roof of the mouth and lodged in the woman's throat. She was attended by a private physician, and her condition is not serious.

Lintner was locked up in the West One-hundred-and-twenty-fifth-st. station on a charge of felonious assault.

Mrs. Lintner lived at the Morningside Apartments with her sister, Mrs. Byron Hostetter. Her husband called last evening and sent up his card to his wife. She came down in the elevator and went into the reception room, where he was waiting for her.

Arthur Williams, the bellboy, says he heard the couple quarrelling. The elevator bell rang and he was about to run it up to the fourth floor, when he heard a shot. Rushing into the reception room, he saw Mrs. Lintner lying on the floor, and saw the husband running toward the door.

Williams shouted for help and intercepted Lintner. He broke away from Williams and was going through the door, when H. C. Coleman, superintendent of the apartments, and several employees went to Williams's assistance.

Lintner fought desperately to escape, but was held until the arrival of Detectives Smith and Davis, who placed him under arrest. Superintendent Coleman informed Police Headquarters of the shooting, and in return informed the police of the West One-hundred-and-twenty-fifth-st. station. Davis and Smith went to the apartments on a run.

Although Mrs. Lintner was painfully injured she did not lose consciousness. Dr. John A. Hill, of No. 359 West One-hundred-and-eighty-eighth-st., was called in. He extracted the bullet from the woman's throat. She had been nearly choked by it and the flow of blood from the wound in the cheek. Mrs. Lintner refused to go to a hospital, and was removed to the apartments on the fourth floor.

Mrs. Lintner told the detectives that her husband had demanded that she return to his home with him. She refused to go and he urged her again. Again she firmly refused, and told him that she must not see him. He then walked toward her and placed his left arm around her neck, as if to caress her. Then he pulled the revolver from his pocket and fired at her. She is entered on the station blotter as complainant against her husband.

The story of the domestic troubles between Mr. and Mrs. Lintner was told last night by the man's aged mother, who lives with him in a poorly furnished apartment on the top floor of a house at No. 1,740 Amsterdam-ave. She was informed by a reporter of the shooting and burst into tears. She said:

"The whole trouble was that Ella (the younger Mrs. Lintner) did not want to live with her. When they were married two years ago my son had a good place with the New Amsterdam Gas Company as bookkeeper. He lived well, and I lived with them. He often pleaded with her to come back to him, but she refused."

Mrs. Lintner said that Howard went downtown early yesterday morning to look for a place. He failed to get it, and returned in the afternoon feeling very despondent. "He told me that Ella was the cause of all his trouble," she said, "and said that if she did not return to him he would do something desperate. I did not imagine that he would try to shoot her."

Fast in Reaching and Running—Quick in Stays.

(By TELEGRAPH TO THE TRIBUNE.) Bristol, R. I., April 25.—Under weather conditions that were ideal for a test of spars and canvas, the Reliance was tried in Narragansett Bay and at sea to-day, and not found wanting.

She proved herself a worthy and successful representative of her designer and builder, Captain "Nat" Herreshoff. According to the judgment of those who saw the trial, and are competent to gauge the abilities of modern racing craft, the Reliance is a fast and well balanced yacht, and she will, they say, undoubtedly prove a dangerous opponent to the Constitution and the Columbia.

For the first time in the history of initial trial spins for 90-foot yachts an opportunity was afforded to sail in a light and in a strong breeze, in smooth water and in rough, in windward work, in reaching, and in running dead before the wind with spinnaker set. The Reliance proved to be very fast under all these conditions, but notably so when reaching and running.

The ability of the Reliance to "point," or lie close to the wind, was also clearly demonstrated when beating out in a fresh breeze through the narrow channel from Fort Adams, in Newport harbor, to the lightship off Brenton's Reef. She not only went about quickly, averaging seventeen seconds from "full to full," but held her headway, and even with her new sails she seemed to lie as close to the wind as either the Columbia or Constitution would have done under like conditions.

In the light airs encountered in the first two hours of sailing she slipped along at speeds ranging from three to six knots an hour, and when the breeze freshened she stood up well to her work, making at times over twelve knots an hour, and never putting her lee rail under. In the light breezes the sails of the Reliance set rather badly, there being considerable slack in the leach of the mainsail, and also in the leashes of the jib and the staysail, but as soon as the breeze freshened the set of the mainsail was much improved.

The good points in the new yacht that were most noticeable were the very small bow wave that she turned up when travelling from five up to ten knots, the remarkably smooth wake she left, and her quickness in stays, for she tacked the first time, in a very light air, in twenty-five seconds, and when she was doing her best, say, ten knots, she came about from "full to full" in sixteen seconds.

Making short tacks through the narrow channel between Prudence Island and the others, she worked quickly, and held her headway admirably. Captain "Nat" Herreshoff had the wheel most of the time in this work, and the big sloop obeyed her helm splendidly for the man who designed her.

On board the Reliance when Captain Barr gave the order to get under way were C. Oliver Iselin, Captain "Nat" Herreshoff, Francis B. Herreshoff, three boys of the Herreshoff family, Commodore Frederick G. Bourne and Vice-Commodore C. L. F. Robinson, of the New York Yacht Club; former Commodore Lewis Cass Ledyard, Secretary George A. Cormack, Woodbury Kane, Newberry D. Thorne, J. Frederic Tams, William B. Leeds, Herbert C. Leeds, W. Butler Duncan and Edwin D. Morgan.

The steam yacht Norma and the tenders Sunbeam and Park City followed the Reliance on her trial spin.

At 9:25 a. m. the guests were on board and all was ready for a start. The Reliance gathered headway surprisingly fast in the light air then prevailing. When off the Golf Club on Bristol Ferry Point a reaching jib topsail was set.

At 10:40 a. m., when close to the Rhode Island shore, the Reliance made her first tack, going about from "full to full" on twenty-five seconds. All the sails except the staysail set exceptionally well for the first trial. The reaching jib topsail was taken in at 11 o'clock, and a baby jib topsail set for the long stretch of windward work.

When at 12:05 she tacked to starboard, crossing the channel east of Gould Island, she was going at an eight knot clip. At 12:40 p. m. the yacht was swinging at the buoy, and all hands went to dinner.

At 2:15 p. m. the Columbia came in from a sail. Captain "Lem" Miller rounded her up and made her fast to her mooring in Brenton's Cove just as the crew of the Reliance, having sent up a larger jib, were getting ready for the second section of her trial. At 2:45 p. m. the guests, having returned after luncheon on board the Sunbeam, the Reliance filled away on the port tack.

She did some splendid work in the now stiff southwest breeze. Feeling the influence of the Atlantic swells as she came out by Castle Hill, she laid over to her work, making a long board the biggest splinter ever seen. She was then able to fetch well clear of Brenton's Reef Lightship. When at a point half a mile southwest of Brenton's Reef Lightship Captain Barr put the helm up, and casting sheets, let the Reliance fall off until the wind was about a point abeam the beam. Then she jumped away like a racehorse with a free rein, travelling at the rate of something like twelve knots an hour.

Backing to port, the yacht came bowling back a reach for the lightship at a twelve knot clip. Soon after passing it, out went the spinnaker boom to port, and in just thirty seconds the boom was broken out. It set to perfection, and it was the first time since the Columbia and Defender trial spin that the new Cur yacht set.

Mr. Iselin said, "I am very much pleased." The satisfied expression on the faces of Captain Herreshoff, Commodores Bourne and Ledyard and the others told as plainly as words how pleased they all were at the result of the trials.

Mr. Iselin said the Reliance would go out in the afternoon to-morrow for another trial spin.

P. R. R. TO START WORK.

To Ask for Thirty-second-st. Closing When Odell Signs Bill.

Counsel for the Pennsylvania Railroad will, as soon as Governor Odell signs the bill confirming the company's franchise rights in this city, apply to the Board of Estimate and Apportionment for a permit to close Thirty-second-st., to begin the work of building the tunnel between Thirty-first and Thirty-third sts. and Seventh and Ninth aves.

The main object of the bill was to allow the permit to be passed on by this board without the delay incident to the discussion of the application by the Board of Aldermen. The Pennsylvania people are confident that a permit in time, men would have approved such a permit in time, but as the company is anxious to begin the work at once and expedite its completion it was considered expedient to have the bill authorized by the Board of Estimate and Apportionment alone to pass on the application to close Thirty-second-st.

THE LINE TO CALIFORNIA connecting with every transcontinental railway is the New York Central. Four trains a day to California.—Adv't.

AN USHER'S HIGH-BALL. It's Scotch and it's Glenlivet.—Adv't.

THE OLD TAMMANY DOCK BOARD, WHOSE CONTRACTS MR. JEROME WILL INVESTIGATE.



J. SERGEANT CRAM. CHARLES F. MURPHY. PETER F. MEYER.

W. K. VANDERBILT WEDS. RUSSIA'S EXPLANATION.

Quietly Married to Mrs. Rutherford in St. Mark's Church, London.

(Special to The New-York Tribune by French Cable.) (Copyright, 1903: By The Tribune Association.) London, April 25.—License for the Vanderbilt-Rutherford wedding was granted by the registry of the Bishop of London. W. K. Vanderbilt applied for it himself, and no objection was raised.

The marriage service was conducted this morning by the Rev. R. H. Hadden, vicar of St. Mark's, North Audley-st. Henry White gave the bride away and Winfield S. Hoyt was the best man. There were only two spectators, the Duke and Duchess of Marlborough, the arrangements having been conducted with great secrecy. Mrs. Rutherford was dressed in a gray travelling suit. She had no jewels, and carried a prayer book in place of a bouquet. When the registrar has been signed the bridegroom and bride drove off quietly for their wedding journey.

Mrs. Vanderbilt's children are in Paris with her. Mrs. White, who remained with them at her request, instead of coming to London for the wedding. I. N. F.

THE CEREMONY AT ST. MARK'S.

Only Eight Persons Present, Including the Bride and Bridegroom.

(By The Associated Press.) London, April 25.—William K. Vanderbilt was quietly married to Mrs. Lewis M. Rutherford here just before noon to-day. This afternoon the bride and bridegroom started for France, where they probably will remain for some time.

Only eight persons, including Mrs. Rutherford and Mr. Vanderbilt, were present in the dreary St. Mark's Church, North Audley-st., when the ceremony was performed. The arrangements by which the wedding was kept secret were most elaborate and cautious, and they were not relaxed even at the last moment. The wedding party entered the church through the vicarage, which adjoins St. Mark's, and departed from the rear entrance. In the vicarage, as these few members of leading families of England and America walked through to the wedding, there lay the dead child of the vicar of St. Mark's, who made Mr. Vanderbilt and Mrs. Rutherford man and wife. As soon as the simple wedding ceremony was over, the coffin was brought into the church, and the Rev. R. H. Hadden read the burial service over his child. Immediately afterward he left London for Liverpool, where his father is dying.

Half a dozen doors from St. Mark's Church is Tarrant's Hotel, now quiet and old fashioned, but once one of London's most famous hostleries. From this hotel Mr. Vanderbilt emerged this morning and walked to the church. For the last three weeks he has been staying off in a modest apartment at Tarrant's, qualifying by his residence to secure the marriage license. With the exception of Winfield Scott Hoyt, Mr. and Mrs. Henry White and Mrs. Rutherford, none of Mr. Vanderbilt's friends knew where he was, and it is doubtful if any other soul knew where Mr. Vanderbilt was keeping himself.

On April 24 Mr. Vanderbilt met his lawyer, Newton Crane, and together they proceeded by a devious route, Mr. Vanderbilt cynically advising that they avoid Fleet-st. to the office of the registrar of the Bishop of London. Before Dr. Tristram, Chancellor of the London Diocese, Mr. Vanderbilt applied for a marriage license. Dr. Tristram demanded the papers in the divorce case; these were produced, but a copy of the recent New-York decision giving Mr. Vanderbilt permission to be married was not available. Mr. Crane pointed out that the law of England put no impediment in the way of the marriage, even without this recent decision, and he guaranteed to file a transcript of it subsequent to the ceremony. Dr. Tristram mentioned the objections held by the Bishop of London to granting marriage licenses to divorced persons, but he admitted that if a mandamus was applied for he would be obliged to issue one. This terminated the proceedings, and to Mr. Vanderbilt was given the license. He waited at Tarrant's for Mrs. Rutherford, who crossed from Paris yesterday evening and met him at the church this morning.

All the persons concerned are greatly pleased with the privacy with which the carefully laid plans were carried out.

Mr. Vanderbilt was enabled to preserve secrecy regarding the license in consequence of an order issued by Chancellor Tristram after the scandals raised in various churches by Father Black during the campaign against the remarriage of divorced persons. An order then went out that divorced persons should not be entered on the public register until after their marriage, so as to avoid a scandal. Mr. Vanderbilt's license, therefore, has not yet become public property, and will not be registered until the Bishop of London's registrar is formally notified that the wedding has taken place.

It is understood that the couple are not going to America for some time. The bride received many handsome presents from Mr. Vanderbilt and others.

SURPRISE EXPRESSED.

No New Fundamental Conditions as to Manchuria's Occupation.

St. Petersburg, April 25.—The officials of the Foreign Office here expressed to the correspondent of The Associated Press to-day intense surprise at the report that American public opinion was disturbed by the news regarding Manchuria. They declared the people of the United States were being misled by Japan, and said that the improvements which were in progress in Manchuria certainly would benefit international commerce. The Foreign Office officials added that no new fundamental conditions were being imposed, claiming that what are now in progress are purporting to be the act of evacuation itself and the organization of the Chinese administration to assure order.

The Chinese administration, however, is not ready. Russia desires an assurance that China will maintain a sufficient police force to repress local disorders, which are continuous throughout Manchuria, especially in the mountains. The detachments of Russian troops remaining in the country have no object but the maintenance of order locally until China is able to guarantee that order will be maintained.

The Foreign Office added that the number of railroad guards ultimately will not exceed 20,000, unless under exceptional circumstances.

GERMANY NEUTRAL.

Has an Understanding with Russia in Regard to China.

Washington, April 25.—The call of Baron von Sternburg at the State Department to-day, while primarily for another purpose, gave him an opportunity to discuss Russia's action at some length with Secretary Hay. No official advice has been received from Germany, either at the State Department or at the Embassy, regarding the attitude of the Berlin government, but the understanding is general in the diplomatic corps that Russia has nothing to apprehend from Germany in the stand she has taken in Manchuria. Count Cassini and Baron von Sternburg were in Peking together, and both owe their diplomatic careers largely to the sagacity they have shown in the handling of the Chinese question. Russia and Germany, it is admitted, have a thorough understanding and are co-operative to China, and, while it may not be necessary for the Berlin government to come openly to the support of the Russian at this time, the other powers will be permitted to see clearly that Germany is not hostile to Russia's plans.

ANGLO-GERMAN ILL FEELING.

If asked by the powers to join in a note of protest against Russia's conduct, Germany's reply will probably be that her interests demand that she remain neutral. It can be said on authority that, despite the seeming harmony which existed between Germany and Great Britain in the Venezuelan imbroglio, the unpopularity of the Anglo-German alliance became so acute at one time that it looked as if an open rupture would occur. Because of the belief allowed to gain ground in the United States that Germany had proposed this alliance, the Berlin government, it is said, made representations to London that unless the London authorities corrected this impression, it would be necessary to publish the correspondence on the subject. Another result of the unpopularity of this alliance was the breaking away of Great Britain from the Bagdad Railway agreement into which she had entered with Germany, and in which France also was heavily interested. This again increased the gulf between Germany and Great Britain, at the same time giving Germany and France a common cause for animosity toward Great Britain.

Russia has viewed with increasing satisfaction the European diplomat to-day, "the growing friction between Germany and Great Britain, and if the truth were known it would be seen that she has lost no opportunity to increase this bad feeling. At the same time, Russia is not desirous of incurring the animosity of the United States. While the initial Russian demand in Manchuria is that no more Manchurian ports or towns be opened, there is ground for the belief that this demand will not be permanent. Great Britain is naturally losing no time in pointing out that the first demand is intended as a "slap at the United States." It must be remembered, however, that Russia was never shown the text of the Chinese-United States agreement, in which the latter asks for certain open ports in Manchuria. Consequently Russia has no official knowledge of this agreement.

"When the United States protests individually, as it is expected she will do, Russia will be prepared to make certain concessions to American trade in Manchuria, which is really America's only vital interest in the matter. This concession will satisfy the United States, thus leaving Great Britain and Japan alone in their protest. Russia and the United States have

JEROME AFTER OLD DOCK BOARD

GROSS DISREGARD OF CITY'S INTERESTS IN VAN WYCK ADMINISTRATION SHOWN.

Rich Contracts and Privileges Given to Tammany Leaders—Facts May Be Laid Before the Grand Jury.

OATH OF OFFICE OF COMMISSIONERS.

I, the undersigned, do solemnly swear (or affirm) that I will support the Constitution of the United States and the constitution of the State of New-York, and that I will faithfully discharge the duties of the office hereinafter specified opposite my name, according to the best of my ability.

Signature of J. Jerome

District Attorney Jerome will begin an inquiry on Tuesday of this week into the acts of the old Dock Board, with the idea of presenting various transactions of ex-Commissioners J. Sergeant Cram, Peter F. Meyer and Charles F. Murphy to the grand jury if the circumstances warrant.

Piled up in Mayor Low's office is a mass of findings from the Commissioners of Accounts which it is expected will sooner or later find their way to the District Attorney's office.

The District Attorney has cleared up the "police" business which has engaged his attention for a year, and some of the questionable transactions of the Van Wyck administration are now on the calendar for a bath in official sunlight.

The Tribune is in a position to state that the investigations already made and reported on by the Commissioners of Accounts show that the Dock Commissioners under the Van Wyck administration showed an almost absolute disregard of the interests of the city.

FAT CONTRACT FOR MURPHY FAMILY. The findings of the Commissioners of Accounts show that Messrs. Cram, Meyer and Murphy in December, 1901, granted to the New-York Contracting and Trucking Company, of which John J. Murphy, brother of Charles F. Murphy, is president, a thirty year lease of the pier and dumping board privilege at Ninety-sixth-st. and North River, which, if the lease stands, will net the Murphy family \$1,000,000 in round numbers. This prospective profit is on one pier and dump, and does not take into account another lease for the pier and dumping board at Seventy-ninth-st. and North River, held by the same concern.

The action of the old Dock Board in leasing the Ninety-sixth-st. pier is one of the most remarkable pieces of business in the history of the city. The Ninety-sixth and Ninety-seventh-st. piers are the only ones that the city possesses along Riverside Drive for a wide extent. Riverside Park descends to the water on both sides of these piers. The park property at that point is jealously guarded by the Park Department, and it is doubtful if any more piers will be built along there for years to come. The excavation from the subway has made the dumping board privilege at Ninety-sixth-st. an enormous valuable concession. The Dock Board had full knowledge of this fact when the lease was made without public advertisement.

Charles F. Murphy handled the patronage of the Dock Board under Van Wyck's administration. Messrs. Cram and Meyer left the distribution of the good things largely to Mr. Murphy. This was Croker's order. In the latter days of December, following their defeat by the fusion ticket, the old Dock Board proceeded to make things shipshape for their friends, and particularly for the family of Murphys. They passed over to the New-York Contracting and Trucking Company the Ninety-sixth-st. pier and dumping privilege. The thirty year lease which this company now enjoys is from December 27, 1901, just four days before Messrs. Murphy, Cram and Meyer stepped down and out. The lease is divided into three terms, as follows:

First ten years, a year.....\$3,000
Second ten years, a year.....3,750
Third ten years, a year.....3,963

As before stated, the lessees have the privilege of maintaining a dumping board. Apart from the dumping board privilege the right to collect wharfage only is leased; that is, if there are any vacant berths there the city's dockmaster has the right to berth vessels there.

GOLD MINE IN DUMPING PRIVILEGE.

Business at the Ninety-sixth-st. pier has been good right along for the New-York Contracting and Trucking Company. It has been so good that it attracted the attention of the Commissioners of Accounts. Last month the Commissioners of Accounts sent two inspectors to the pier for each of the three days were upward of \$200 a day, with an estimated expense to the lessees of \$40 a day, leaving to the New-York

been traditional friends, and, while on their face the Manchurian developments seem to be unfavorable to the United States, it should be remembered that Russia's policy is to demand everything in sight and then to make intelligent concessions. It may be expected, therefore, that the result of Mr. Hay's note of protest will be intelligent concessions to the United States by Russia in Manchuria, which, while gaining advantages to American trade, will still leave the Russians in possession of that territory."

MR. HAY TAKES ACTION.

Its Nature Not Yet Known—Will Enter No Entangling Alliance.

Washington, April 25.—Having heard from the President, Secretary Hay is now in position to act respecting the Manchurian matter. Indeed, he has already taken the first steps, although, for obvious reasons, it is not deemed well to indicate their nature. But the broad statement is made that the Department of State is doing what it regards as necessary to meet the issue. It is made plain, however, to avoid a misunderstanding of dispatches from

foreign capitals referring to the United States, that this government will join in no general protest against Russian action. The State Department's policy is so clearly defined in such matters that the officials assume that it is understood that whatever action the United States takes will be individual. It is true that it may run parallel to the action of other powers similarly interested, but there will be no entangling alliance between the United States and those powers.

In diplomatic circles developments regarding the Chinese situation are anxiously awaited. It is expected by the representatives of the powers that Great Britain and Japan will act in harmony with the United States in giving notice to China that she must not yield to the latest Russian demand. It was pointed out in one quarter that it would make little difference whether China accepted or rejected the Russian terms for the evacuation of Manchuria, since she refused to agree to the terms Russia would continue the occupation of Manchuria. In another diplomatic quarter the opinion was expressed that Russia is asking more of China than she really hopes to obtain, and will be satisfied with the acceptance of a compromise. The Russian Government, it is said in diplomatic circles, justifies her course in

APRIL 25TH THE LAST DAY.

Seaboard Air Line Railway will sell tickets to settlers and homesteaders at half rates from New York to the Manatee section of Florida, located below the first line, famous for its fruit and market products. Write for full particulars. Office, 113 Broadway.—Adv't.