



GAG LAW IN TAMMANY.

F. A. O'DONNELL TREASURER

New Rules to Shut Out Devery—
Others Slated for Slaughter.

Gag law in its most offensive form was adopted last night by the executive and general committees of Tammany Hall, under the domination of Charles F. Murphy and his associates. The rules and regulations were so amended as to make the executive committee the sole judge of its own members, and any leader who can muster a majority of the members of the executive committee can at any meeting expel the kickers and reorganize the committee.

Ex-Senator Frank A. O'Donnell was elected treasurer to succeed the late John McQuade. He lives in Murphy's district.

Devery sent a letter of protest and warning to the executive committee. It was laid on the table, and subsequently a code was adopted which will make it impossible for the IXth or any other district to get into the executive committee any one objectionable to the majority. This revolutionary change was objected to by James J. Martin, Senator Bernard F. Martin, George F. Scannell and Maurice Featherston. All the other members of the committee, with the exception of Thomas F. Foley, who did not vote at all, "stood for" the Murphy innovation.

Senator Victor J. Dowling, Julius Harburger, Senator Thomas F. Grady and Isaac A. Hopper argued for it. The Martins and Featherston are now marked for slaughter at any convenient season. James J. Martin, generally conceded to be the ablest district leader, protested against the change in the rules as a violation of fundamental rights and as an absolute disregard of the spirit of home rule. It was contended on the other side that it would be a wise change, as it would prevent any one with money from going into a district, and making a sudden and successful fight, elect a ticket that would select a leader who would be in opposition to the majority.

The only thing that will shake Murphy's hold on the leadership now is a defeat at the polls next fall.

Devery's delegates to the general committee tried to make a protest, but they were disregarded. George W. Gibbons stood up in the general committee and said that the delegates from the IXth entered their protest against anything being done to the detriment of the IXth district were recognized. He was howled down.

All the members of the executive committee were present except Daniel F. McMahon, the chairman, who, while on his wedding trip, was called home yesterday afternoon on account of the murder of his brother.

The change in the rules which makes it impossible for any member of the executive committee to oppose the majority, is as follows:

In the event of the members from any district being unable to agree on a member for executive committee, or in the event of any name submitted being rejected, the executive committee may appoint one of the members of the county general committee to act as the member of the executive committee.

It is the programme now for the executive committee at its next meeting, formally to reject Devery and then select his successor. This will be done by taking from Devery's general committee, in the IXth, the name of some Goodwin-Smith man who was put on the Devery ticket at the last primaries through misrepresentation. If it is deemed inadvisable to do this, the IXth district will be left unrepresented.

Devery sent the executive committee the following letter:

New-York, City, April 29, 1903.
To the Executive Committee of the Democratic General Committee.
Gentlemen: I beg to notify you that I have been elected by the members of the Democratic General Committee of the County of New York to the IXth Assembly District as their representative in the executive committee, and that any action taken by the executive committee, or the general committee in pursuance of any recommendation of the executive committee pending your action, will be taken at your risk and will be void, and I hereby demand recognition of said executive committee as a member of said executive committee.
WILLIAM S. DEVERY.

After laying this letter on the table, the executive committee re-elected Daniel F. McMahon chairman.

Closely following the adjournment of the executive committee, the general committee was called to order by J. Sergeant Cram, chairman. George W. Gibbons made his ineffectual demand for recognition, and was "turned down" hard. Senator Grady then offered a set of rules from the committee on rules. These were read in such a hurry by Secretary Smith that the Devery men never knew that they contained the necessary chloroform to put them to sleep. The rules were adopted without a dissenting vote.

Ex-Senator John P. Ahearn moved the election of ex-Senator Frank A. O'Donnell as John McQuade's successor, and then Secretary Smith read the names of the committees. One of the surprises here was the announcement of Walter S. Logan as a member of the law committee. Walter S. Logan is chairman of the law committee of the Greater New-York Democracy.

Senator Grady was called to the platform and made a speech, in which he denounced the Republicans for everything they had done at Albany and elsewhere. He said that the Democratic members of the legislature had invariably been on the right side of everything. Mr. Grady has made the same speech every year for the last three years, and his remarks were greeted with the same complacency as awaits the call of the raffle collector.

Charles F. Murphy got "a hand" when he arose to present a resolution for the appointment of a conference committee. Mr. Cram did not have to strain his mental faculties to pick out the names. Mr. Murphy handed them to Mr. Smith and the latter handed them to Mr. Cram, who read them, as follows: Charles F. Murphy, James J. Martin, Daniel F. McMahon, Louis F. Haffen and Eugene J. McGuire. This is the second raffle that has been thrown around Haffen in the last two weeks. It is suspected that he is getting ready to buck. The resolution moved by Mr. Murphy, amid great cheering, is as follows:

Resolved, That a committee, consisting of three members of the executive committee from the Borough of Manhattan and two members from the Borough of Queens, be appointed by the chairman to confer with the representatives of other regular Democratic organizations in the Borough of Queens and Richmond, with reference to the representation from the various Assembly districts in the city convention and such other preliminary arrangements as may be necessary.

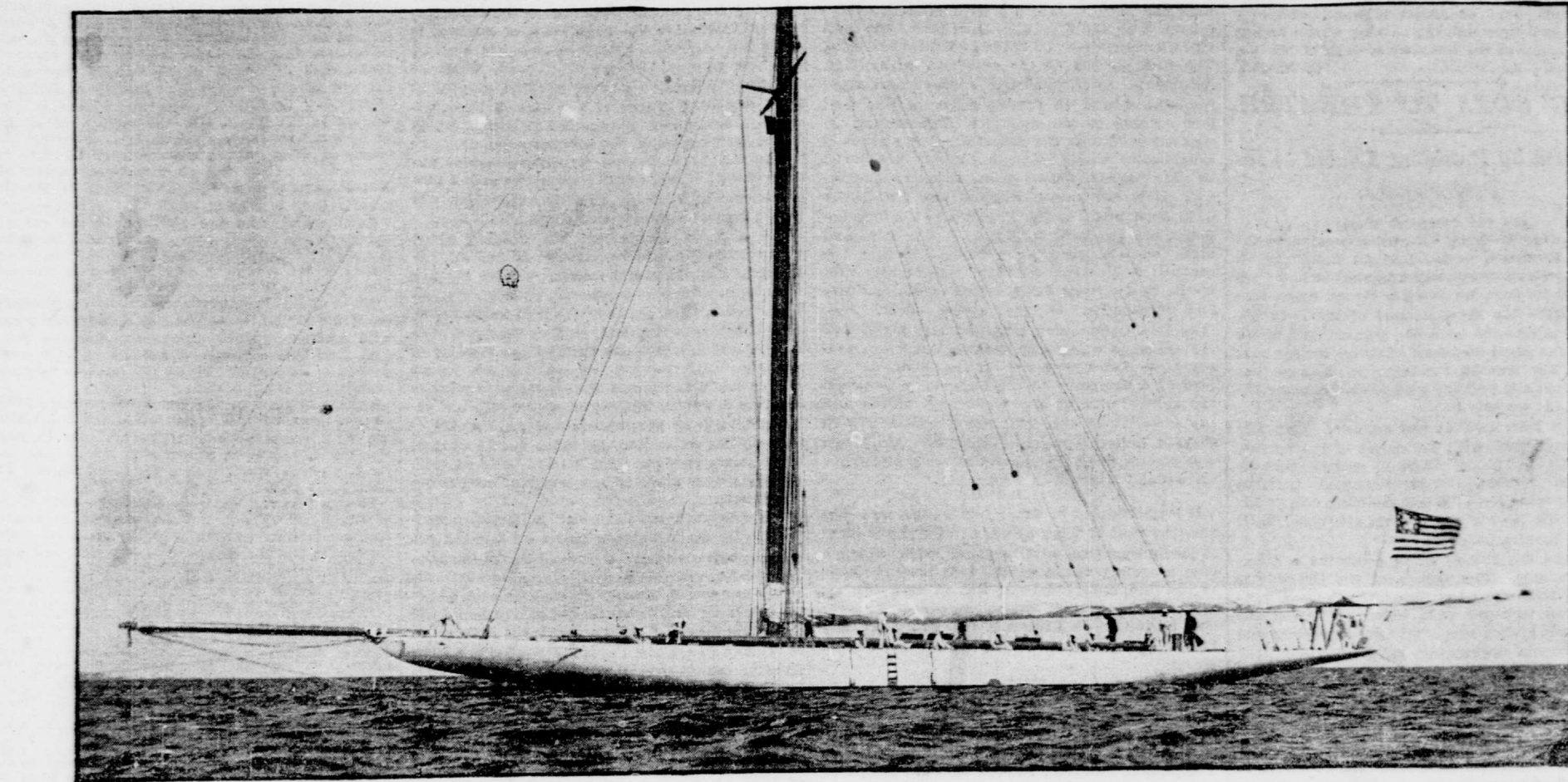
Resolved, further, That such committee report back to the executive committee for its action.

Another change in the rules last night was the wiping out of the committee on municipal affairs. The new committee are headed as follows: Law, Charles H. Knox; printing, William F. Grell; resolutions and correspondence, Thomas F. Grady; election officers, George W. Plunkett; public meetings, Thomas C. T. Crain; rules, Thomas F. Grady. The new executive committee will consist of thirty-six members, one-half vote each being accorded to the north

THE OCCASIONAL TRAVELLER
finds as much to admire in the Pennsylvania Limited as the famed Itinerant. It appeals to the fastidious. Adv.

DO VASSAR WOMEN MARRY?
The senior class at Vassar was lately questioned on this subject. Some of their interesting replies and the narrow escape of a man who was questioned them. In the Sunday Tribune to-morrow. Adv.

THE CUP DEFENDER RELIANCE AS SHE LAY YESTERDAY IN ECHO BAY, NEW-ROCHELLE.



SUBWAY TIE UP AT MANY POINTS

EXCAVATORS ALSO STOP WORK ON BUILDING FOUNDATIONS—HARBOR STRIKE A FIZZLE.

Team Drivers Out—Shipyards Men and Numberless Building Trades Workers Gain Demands.

May Day on the whole passed by in a manner gratifying alike to employers and employed. Some sixty-five thousand men in various building trades were affected by agreements specifying the eight hour day and increases in wages.

It was estimated that between 3,000 and 5,000 excavators were on strike, their action tying up work on various sections of the subway, but not seriously affecting it. They also blocked work on the foundations of several buildings.

About five thousand team drivers, some of whom were engaged in subway work, quit. Contractors in many instances granted their demands during the day.

The threatened stoppage of harbor traffic proved a fizzle, only about nine hundred men and one hundred boats being laid up, and those running being able to cope fully with the situation.

After a sixteen hours' conference mutual concessions were made by the shipbuilders and the organization of their employees, and a strike of 12,000 men was averted.

PLENTY OF TUGS TOWING. NEW AGREEMENTS MADE.

Half of Independent Fleet Laid Up, All the Rest Running.

With the exception of about 50 per cent of the tugboats owned by independent companies and by individuals, practically all the vessels in New-York Harbor propelled by steam were performing their usual work yesterday. Only three hundred of the 2,700 marine engineers, and six hundred men belonging to the crews of the tugboats were idle because of the demand of the marine engineers for higher wages and regular hours. Of the engineers in service on the independent tugs in operation, fifty were said to be new men who had taken the places of the engineers who had "resigned."

It was declared by the towboat owners that about one hundred of their boats were running, some of them being operated by non-union men and the others by the owners themselves, or union men who had not forsaken their employers. The arbitrators who are to settle the question of wages and conditions of service between the railroad companies and the engineers of their fleets have been appointed, but their names could not be obtained last night. Two have been selected, one by each party. Should these disagree, they will select a third, who will act with them. The decision of these three will be final, is to be made before May 15, and will be binding from May 1.

According to Mr. Kolb, of the Marine Engineers' Association, the reason the boats of the Pennsylvania Railroad, which was not represented at the conference on Thursday afternoon, were not tied up yesterday, was that the company had agreed to a schedule of pay and hours as good as the one demanded by the engineers. The independent tugboat owners were no nearer giving in yesterday than they were before the demands became operative. They tied up such boats as they had no engineers for and did their best with the remainder. Edgar F. Luckenbach said that there were about one hundred working and the same number out of commission. The fleets of the Cornell Steamboat Company, which does the major part of the Hudson River towing, including that for the American Ice Company, numbering forty-seven boats, and the Old Dominion Company, were laid up.

The latter company prepared for the approaching demand by closing out all of its lighterage contracts. The company, therefore, has laid up its boats indefinitely. When the men get ready to go back under the old terms, the company says it will again start up its lighterage work. Some of the towing companies were not asked to meet the demands of the association, and their boats were not tied up yesterday. Among them were the Scully Towing Company and the Luckenbach Towing Company. Most of the boats which were laid up were taken to Erie and Atlantic basins.

The harbor yesterday was not so active in appearance as usual. This could be plainly seen, especially in the East River. The brisk wind affected the situation. Many of the independent tugboats were obliged to remain along-pend.

Continued on third page.

POLAND! POLAND! POLAND!!!
Greatest Natural Medicinal Water Known.—Adv.

USHER'S GLENLIVET SCOTCH
is the good old-fashioned kind.—Adv.

SHOT BY A HOBBO.
Desperate war is being waged by the Pennsylvania Railroad against the tramp who steals rides on freight trains. One of their detectives was recently shot and seriously wounded by a tramp. Thrilling stories of some of the fights with them in the Sunday Tribune to-morrow.—Adv.

AMPLE TIME FOR THE THEATRE
If you take the Lackawanna Railroad to Buffalo at 2 A. M. New Pullman sleepers open at 9 P. M. Tickets 42 and 118 Broadway.—Adv.

THE SLUMS OF WASHINGTON.
Our Capital City is described by an expert who has visited slums the world over, as carrying off the palm for frightful conditions. The appalling state of affairs, under the shadow of the White House, photographed and described in the Sunday Tribune to-morrow.—Adv.

MANCHURIA.
Picturesque views from this rich but undeveloped country, of which Russia is scheming to obtain complete possession. In the Sunday Tribune to-morrow.—Adv.

ALABAMA'S RECORD FLAG.

Proudly Flies New Pennant as She Comes Into Port.

KEARSARGE AND IOWA ALSO HERE.

For the first time yesterday a pennant of red with a black ball in the centre was flown by a vessel of the United States Navy. When the battleships Kearsarge, Iowa and Alabama came up through the Narrows yesterday noon, under command of Rear Admiral A. S. Barker, the last mentioned ship flew this flag. It indicated that she was the banner ship of the navy in target practice. It was devised last week by U. S. Navy Department for this purpose. From Captain Charles H. Davis, down to the Japs in the cabins, the breast of every man aboard the vessel swelled with pride, for the battleship had made three records since last November, when she joined the other vessels under Admiral Dewey at Culebra. She had established a target record for the world, so far as known, by firing twelve 12-inch shots in succession through a target 1,000 yards away while travelling at the rate of ten knots an hour; she had established a record for coaling, by taking aboard at Pensacola 258.8 tons of coal an hour, and she had beaten all other ships in the run to Culebra. The Alabama is to fly the banner for target practice until the gunners of some other ship of the navy break her record. The officers and men think the Alabama will long fly the flag.

The practice cruise from which the vessels have just returned began last November, when they went to Culebra. After cruising in the neighborhood of Porto Rico for some time, the fleet went to Pensacola for target practice. It was there that the Alabama's target record was made. The percentages in the fleet were as follows: The Alabama, 59.9; the Massachusetts, 56.3; the Illinois, 55.2; the Indiana, 49.2; the Iowa, 46.1; the Kearsarge, 45.5; the Texas, 39.3. From Pensacola the fleet came to the Virginia Capes for review by Admiral Dewey on board his flagship, the Mayflower. There the fleet was dispersed, the Olympia, the Texas and the Illinois going to Norfolk for repairs, an (the Massachusetts to Boston. Rear Admiral Higginson, who has been on sea duty for two years, turned over his command to Rear Admiral Barker, whose flag was raised on the Kearsarge. The Indiana arrived at the navy yard two weeks ago. The battleships will lie at Tompkinsville for ten days to give the men a run on shore. Since leaving for Culebra last November, they have hardly set foot on shore except at the Christmas holidays.

PLEASSED WITH YACHT.

Now at New-Rochelle—Messrs. Iselin and Kane Gratified.

The cup defender, Reliance, lay quietly at anchor at New-Rochelle yesterday. She left Newport Thursday morning at 11 o'clock and reached the home town of her managing owner, C. Oliver Iselin, yesterday morning at 7 o'clock without a mishap. Her arrival was most unostentatious. Mr. Iselin brought her into New-Rochelle Harbor before most of the local yachtsmen were out of their bunks, and therefore she received no formal greeting. The yacht is now moored at the old Defender anchorage, off All View, the yachtman's home here, where she will remain for a couple of weeks.

The Reliance, with Mr. Iselin, Captain Woodbury Kane, Newbury Thorne and Dr. Monahan aboard, came down the Sound from Newport in a spanking southwest breeze, reaching Glen Cove about 3 o'clock yesterday morning. She was followed by the tender carrying the crew and the Sunbeam, a country home at Glen Cove. The Reliance put in at Glen Cove, and early in the morning was towed down the Sound to New-Rochelle, where she picked up her moving in Echo Bay. Mr. Iselin and his friends went aboard a launch and were taken to All View. They remained ashore until 4 o'clock in the afternoon.

Mr. Iselin said that the trip from Newport was a pleasant one, and that his friends and himself enjoyed it very much.

"We left Newport yesterday morning about 11 o'clock," said he, "under our own sail, and proceeded to the Race. A good southwest breeze was blowing. In the Race the Reliance was taken in tow. We left Glen Cove about 5 o'clock and reached Premium Point and picked up our buoy about an hour later."

On board the Reliance the white clad sailors spent the day polishing the decks and brass railings and looking over and arranging the details of the rigging. Captain Kane and his ashore, and the mates were in charge most of the day. The yacht had all her sails hoisted, and many people who visited the bay to see her spread her big 15,500 feet of canvas were disappointed. At they could see of the yacht as she bobbed up and down at anchor was her high mast, the most marvelous that has ever been seen in the New-Rochelle Harbor, and her bare poles and shrouds.

Among those who visited the bay were Mr. Iselin's nephews, the sons of his brothers, Adriaan and Columbus O'D. Iselin. They went aboard the sunbeam with Mr. Iselin's own children, and managed to get some very good pictures of the Reliance, as the Sunbeam was much steadier than the Reliance. The launch, which came out with other photographers.

Mr. Iselin said to-day that while the Reliance is moored at New-Rochelle he would probably follow the plan adopted in other years, of racing on alternate days, to give the crew time to rest and clean up. If the weather permits the Reliance will probably go out for a brush on Sunday today, and on Sunday she will be off New-Rochelle at her mooring, and the sailors will have an opportunity to go ashore and see the town.

Captain Woodbury Kane, when seen on shore during the morning, said: "We had a very good trip from Newport, and the yacht behaved splendidly. In fact, she has done well ever since she has been under sail. We are all very pleased with her. That can be said without fear of contradiction in any quarter. I don't know when we shall go out for a sail, but certainly not in such a blow as this. When it moderates Mr. Iselin will probably try her again."

POLAND! POLAND! POLAND!!!
Bottled at the Famous Poland Springs, Me.—Adv.

THE CONNECTING LINE
between the East and West is the New York Central. Eight trains a day to Chicago, five to St. Louis and Cincinnati, eight to Cleveland, seven to Detroit, four to Niagara Falls, and one to Toronto and four to Montreal. Adv.