



BRIDGE PLAZA SAFE TILL FALL

LITTLE CROWDING IN TERMINAL IN SUMMER, BECAUSE OPEN CARS CAN BE LOADED QUICKLY.

LINDENTHAL WOULD MAKE BRIDGE DOUBLE DECKER.

Bridge Commissioner Lindenthal's plan to let the Brooklyn Rapid Transit Company occupy part of the bridge plaza in Brooklyn with trolley tracks and loops is not to be carried out immediately, if it ever is.

The only reason for permitting the railroad company to have temporary tracks and loops on the plaza, Mr. Lindenthal said yesterday, was to mitigate the crush at the Manhattan terminal of the Brooklyn Bridge in the rush hours by means of a circulating trolley car service.

LITTLE CROWDING WITH OPEN CARS.

Mr. Lindenthal thinks that his plan for such a circulating trolley car service on the bridge at rush hours may be tried late next fall.

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SHOOTS RAPIDS IN A SEWER

MAN GOES THROUGH WITH A TORRENT AND SWIMS INTO THE RIVER.

AFTER A REMARKABLE HALF-MILE JOURNEY HE IS PICKED UP, LITTLE THE WORSE FOR HIS EXPERIENCE.

The experience of Edward Boyle, a wiry and undersized plumber's helper, in an East Side sewer yesterday is the most remarkable that has ever been chronicled in connection with the drainage system of this city.

When Boyle vanished his comrades, thinking he had perished, informed Policeman Nolan and he reported at the East Fifty-first-st. station that the workman had been lost below ground.

GOES INTO MANHOLE.

The heavy shower which started about 1:30 P. M. had scarcely subsided before Boyle ventured down the manhole in Fifty-third-st. about one hundred and fifty feet west of Second-ave.

FLOATED ON BACK IN FLOOD.

"It was awful below ground," said Boyle, describing his adventure. "The flow of water was so strong that I could not sink, and I could not swim.

SOUTH AFRICAN RUMORS

METHUEN'S DEFEAT REVIVES THEM IN LONDON.

MR. RHODES'S HEALTH—MEMBERSHIP OF ATLANTIC UNION TREBLED—RIFLE CLUBS FOLLOW MR.

ASTOR'S GIFT.

(Copyright, 1902, By The Tribune Association.) [Special to The Tribune by French Cable.]

London, March 14, 1 a. m.—The rumor mongers are profiting by the lack of detailed information respecting the military situation in the Transvaal. They are repeating silly inventions about the recall of Kitchener, the return of Lord Roberts to South Africa and the promotion of French as commander in South Africa.

Mr. Rhodes's health is reported to be improving. His membership of the Atlantic Union has trebled since he was elected to the office of president of the organization.

The Rifle Clubs of London have accepted Mr. Astor's gift of a new rifle. The gift is valued at £10,000.

A young Berlin physician, Dr. Ludwig Feinberg, has made an important discovery of independent animal organisms in cancer growths.

The debate in the House of Commons last night was not very important, but it was interesting as showing how the Irish question is returning to its old place in British politics.

The South African market was again disturbed yesterday by premature reports of the death of Cecil Rhodes. Conditions of public opinion respecting Mr. Rhodes have been greatly modified since the Jameson raid.

Mr. Balfour's friends are urging him to take a month's holiday abroad, as his health has not been fully recruited.

The Atlantic Union, which was established a few years ago with the object of drawing together the various English speaking peoples, had its annual meeting yesterday in the House of Lords.

Rifle clubs are springing up in all directions as the result of Mr. Astor's gift of £10,000 to the National Rifle Association.

KING'S VISIT TO RIVIERA ABANDONED.

London, March 14.—The Daily Mail announces this morning that King Edward's proposed visit to the Riviera has been abandoned.

PRINCE HENRY'S WELCOME HOME.

The Kaiser may meet him with a fleet of warships.

Berlin, March 13.—Emperor William, on board the battleship Wilhelm II, and accompanied by two or three other warships, may meet the Deutschland at sea and tranship Prince Henry to the war vessel.

Emperor William's squadron anchored in the Weser this afternoon, having circumnavigated the Island of Heligoland in a vain attempt to land. Disembarkation was prevented by the high seas.

Emperor William has received the famous harbor engineer, Herr Franzus, and has discussed with him a project to deepen the channel of the Weser.

Waldemar, the eldest son of Prince Henry of Prussia, will in a few days go with his tutor to Dr. Sahmann's sanatorium at Whitestark, near Dresden.

Prince's telegram to Mr. White.

The Hohenzollern at Bermuda.

Hamilton, Bermuda, March 13.—The imperial German yacht Hohenzollern arrived here to-day from New-York March 11.

DIVEMAN'S ATTACK TO-DAY

HE SWEARS IN TWENTY-TWO SPECIAL DEPUTY SHERIFFS.

MR. RHODES'S HEALTH—MEMBERSHIP OF ATLANTIC UNION TREBLED—RIFLE CLUBS FOLLOW MR.

ASTOR'S GIFT.

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Fearing that to carry out his intention of forcibly removing Charles Guden from the offices of the sheriff of Kings County would be a technical contempt of court, because of an order to show cause issued by Justice Gaynor and directed against him, Sheriff Dike decided yesterday to postpone hostilities until to-day.

Further action, which may be taken by either side, depends on the disposition of the order to show cause. If it should be dismissed Guden's counsel have another card up their sleeve, but they refused to reveal its nature last night.

Both sides had guards last night in the rooms occupied by them in the courthouse. Deputy Sheriff Ortiz was in charge of Sheriff Dike's quarters in the equity room.

THE JAIL ALSO GUARDED NOW.

Though Sheriff Dike said he had no intention that the attaches of the Raymond Street Jail, who went over to him on Tuesday, would desert, or that Mr. Guden would make an attempt to capture the jail, Deputy Sheriff Ryer, who is one of Sheriff Dike's most trusted assistants, was sent to Raymond Street Jail last night.

The visit of Lieutenant Colonel Jasper Ewing Brady, of the 23d Regiment to Sheriff Dike yesterday afternoon gave rise to a rumor that the militia would be called out.

From present indications, however, it does not seem that troops will be necessary.

When the Sheriff turned to his desk again he found that fourteen of the assistants who had deserted Guden on Tuesday had gone back to the ex-Sheriff once more.

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BOSTON STRIKE AT AN END.

TWENTY THOUSAND MEN WILL RETURN TO WORK TO-DAY IN MASSACHUSETTS.

NO DISORDER IN BOSTON. TRADE AGAIN RESUMED.

STRIKERS' PEACEFUL MEANS TO ACCOMPLISH ENDS. GOVERNOR CRANE PROMINENT IN THE SETTLEMENT.

Boston, March 13.—The day along the waterfront and in the wholesale district was fully as quiet as yesterday. The thousands of strikers lined the sidewalks or promenaded the deserted roadways.

The absence of disturbance is due in part to the permanent injunction recently given by the Brine company as a protection and to the decision of the municipal judge that the word "scab," as applied to non-union men, was a term which, if publicly used during the strike, was a breach of the peace.

FREIGHT HOUSES BLOCKED.

Until late yesterday the Brine Transportation Company did practically all the transportation of the city. This was because the master teamsters in conference had decided to await developments.

TRAFFIC IN BAD SHAPE.

The steamship company's piers are in a worse condition than the freight sheds of the railroad companies on account of the congested traffic. There is much perishable material stored on the wharves, mostly fruit.

BUILDING AT A STANDSTILL.

All day building construction was stopped in the city, Cambridge and Brookline because of lack of building material. It was estimated that at noon 1,800 men of the building trades stopped work.

LACK OF COAL SUPPLY.

The serious feature of the day was the growing scarcity of coal. The manager of one of the largest coal companies said that only one hundred of the 1,500 coal handlers of the city were at work.

The strike leaders did not stop coal supplies to hospitals, newspapers and city institutions, and brought four drays and ten draught horses, and with its own employes began handling its own freight.

GROWING COTTON IN TOGOLAND.

Berlin, March 13.—The negroes of the Tuskegee Normal and Industrial Institute, who were engaged the latter part of 1900 by the German Government to teach the natives of Togoland, German West Africa, how to grow cotton, have, according to the report of the Colonial Committee, succeeded in producing cotton which is graded on the Bremen exchange above American middling.

EXPERIMENTAL WORK OF TUSKEGEE NEGROES IN A GERMAN COLONY.

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TRADE AGAIN RESUMED.

GOVERNOR CRANE PROMINENT IN THE SETTLEMENT.

Boston, March 13.—Through the united efforts of representatives of the great mercantile bodies of the city, seconded by the chief executives of city and State, in conference with the leaders of organized labor, the great strike of freight handlers and kindred trades represented in the Allied Freight Transportation Council, was broken to-night.

This result was attained at a conference this evening at the office of Governor Crane. The decision was at once reported to the Allied Freight Transportation Council at a special meeting to-night and unanimously endorsed.

The settlement was the resolve of an expressed determination of Governor Crane and those representing the merchants of Boston to bring all possible pressure to bear upon the New-York, New-Haven and Hartford Railroad Company to adopt the rules in force upon the Boston and Maine Railroad, forbidding freight handlers to unload teams except at their own option and risk.

All of the old men for whom places can be found will be taken back by the railroads to-morrow, but owing to the suddenness with which the strike was ended and the large number of new men who have been installed, it is likely that many of the old employes will to-morrow find no vacancies ready for them.

Teamsters and longshoremen will find an unprecedented demand for their services, and traffic of all descriptions, which has been virtually at a standstill for the last three or four days, will be resumed to-morrow with a rush.

The Brine Transportation Company, the loading and unloading of whose non-union teams precipitated the strike of New-York, New-Haven and Hartford freight handlers, does not appear to have figured at all in the settlement of the present controversy, and as far as that company is concerned the sentiment against it on the part of the labor unions is as bitter as ever.

MANY CONFERENCES HELD.

The day was filled with conferences between representatives of the various labor unions and the city's business interests, in which Governor Crane, Mayor Collins, Secretary Easley of the National Civic Federation and the State Board of Arbitration took important parts.

As early as 8 o'clock Mr. Easley, who had arrived from New-York on the night train, met a number of labor leaders at Young's Hotel, where their side of the controversy was explained to him in detail.

At 12 o'clock those in attendance proceeded to the rooms of the State Board of Administration at the State House, and met representatives of the various mercantile bodies of the city, the officials of the railroads involved and Mayor Collins, when a free interchange of ideas was had for more than three hours.

Governor Crane, although not present at this meeting, had a representative in attendance, and was kept in close touch with all its proceedings, in which he manifested the greatest interest.

APPOINTMENT OF COMMITTEE.

The outcome of this meeting was the appointment of a committee of seven to devise some plan that might be mutually agreed upon as a basis of settlement in consultation with Governor Crane. The committee, which consisted of Judge Warren A. Reed, chairman of the State Board of Arbitration; Amory A. Lawrence, George H. Leonard and John Mason Little, on behalf of the Merchants' Association; and Thomas Mahoney, representing the unions, together with Secretary Easley, then waited upon the Governor in his private office, where they were closeted for two hours.

Meantime a large number of labor leaders had arrived at the State House, and they went into conference in the council chamber which adjoins the office of the Governor.

The door between the rooms was open a good part of the time, and there was a general exchange of ideas and propositions between the two bodies. Every one had an opportunity to express his opinion, and while there was unanimity of sentiment that everything possible should be done to bring the strike to a quick termination, there was a diversity of views as to how this much desired end could be attained.

Governor Crane, while impressing upon those present the fact that he had absolutely no authority to make pledges for any of the interested parties, made the following proposition:

If the strike is declared off, and those of the men who can, will return to their work, I will as Governor of the Commonwealth, use my best efforts with the New-York, New-Haven and Hartford Railroad to have them adopt rules that will be in conformity with those already adopted by the Boston and Maine Railroad regarding the loading and unloading of teams.

THE GOVERNOR'S ACTION.

The Governor further agreed to see the officials of the Boston and Maine, Boston and Albany, and New-York, New-Haven and Hartford railroads, and the various steamship lines, and urge them to restate as many men as possible. Governor Crane impressed every one present

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