

42ND YEAR. NO. 17597

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A NEW ERA DAWNS FOR THE RUSSIANS; CZAR GRANTS A NATIONAL ASSEMBLY

Imperial Manifesto Issued on Friday Places the Making of the Nation's Laws in the Hands of the People.

St. Petersburg, Aug. 19. — Emperor Nicholas today announced the grant to the people of Russia of a national consultative assembly to be formed by elected representatives from the whole of Russia.

The imperial manifesto, which is published simultaneously here and at Moscow, and which will be read in all the churches of the empire, is dated at Peterhof today and is as follows:

"The Emperor of Russia is formed and strengthened by the indestructible solidarity of the Emperor with the people, and of the people with the Emperor.

"This concord of Emperor and people is the great moral force which has created Russia in the course of centuries by protecting her from all misfortunes and all attacks, and has constituted up to the present time a pledge of unity, independence, integrity, material well-being and intellectual development.

"In our manifesto of Feb. 24, 1903, we called to a close understanding all the faithful sons of the fatherland in order to protect the organization of the state by establishing on a firm basis the domestic life of the empire.

"Then we devoted ourselves to the task of co-ordinating the public institutions with governmental authorities, and of removing the disagreements existing between them which had reacted so disastrously on the normal course of our national life.

"The autocratic emperors, our ancestors, constantly had to come before view, and the time has come when we must follow out their good intentions and to summon elected representatives from the whole of Russia to a permanent and active part in the elaboration of laws, thereby attaching to the higher state institutions with the privilege of body entrusted with the preliminary elaboration and discussion of measures, and with the examination of the state budget.

To Assemble in January.

"It is for this reason that, while preserving the fundamental laws regarding the autocratic power, we have deemed it well to form a Gosudarstvennaya Duma (Lower House of the Assembly), and to approve the regulations for elections to this Duma, extending the validity of these laws to the whole of the empire, with such exceptions only as may be considered necessary in the case of

some regions in which special conditions obtain.

"As regards the participation in the labors of the Gosudarstvennaya Duma of delegates from the Grand Duchy of Finland in general, and the Grand Duchy particularly, we will take special measures.

"At the same time, we have ordered the Minister of the Interior to prepare immediately our approbation regulations for the elections to the Duma, so that deputies from fifty governments and from the military provinces of the Don may be able to assemble not later than the middle of January, 1906.

"We reserve to ourselves entirely the care of perfecting the organization of the Gosudarstvennaya Duma, and when the course of events shall have shown the necessity for changes in the proper moment the necessary directions.

"We are convinced that those who shall have been elected by the confidence of the whole people, and who will thus be called upon to participate in the legislative work of the government will show themselves in the fullness of the imperial trust in the virtue of which they have been invited to co-operate in this great work, and that in perfect harmony with other institutions established by us and with unshakable confidence in the grace of God and in the infallibility of the great historical destinies desired by Divine Providence for our beloved fatherland, we firmly hope that, with the help of God Almighty and with the common will emerging triumphant from the trying ordeals through which she is now passing and will be born again in glory of her history, extending through years.

"Given at Peterhof, this nineteenth day of August, in the year of grace, 1905, and the eleventh year of our reign. (Signed) NICHOLAS."

Many of the main features governing the elections to the Duma and the powers of the National Assembly.

has been impaired—my nerves are shattered. I laid my claim before the authorities and they decided to settle with me. My original claim was for \$1,000,000, but I compromised, and I have agreed to accept \$800,000 rather than go to law. It's quite a sum, but then, it's nothing when you consider how I suffered.

"I have been ill for a long time, and I do not propose to get to my feet, if I can find time to do so.

"After thus alluding to the city directory as a personal pronoun, Mr. Ward turned to Secretary Ellwood, of the water commission, and asked him if he were the director. Mr. Ellwood denied the allegation.

"I do all my own legal work with the aid of the city directory," he said. "I am sure to get the money, if I intend to have Crown Attorney McKillop interest himself in my case."

Mrs. Ward lives with her three children on Richmond street. She has three other children, but they are in Detroit. Her husband was formerly a city constable, and he is also out of the city. As to the nature of her claim against the city, she says she was interfered with by the police while living lawfully in her home in West London about a year ago.

8-Hour Day Affects 30 Typos

The action of the International Typographical Union of America in unanimously declaring in favor of a universal eight-hour day means that thirty men in London will be affected. Of these fifteen are union and the others are non-union men. They are all book and job printers.

At present the news printers, machine operators, "ad" men and "make-ups" work eight hours a day. They receive the union scale of \$14 per week for "ad" men, "makeups," and \$12 a week for machine operators, and \$12 a week for "ad" men, "makeups," etc. The night scale is a dollar a week more and seven hours for a night's work.

Repairs Cost the City \$1,100

The repairs to the asphalt pavement have been practically completed by the Warren Paving Company.

All the patches were measured before made by the city engineer's department, and this year the bill will be about \$1,100, against something over \$1,600 last year. Of course, all the holes have not been filled this year, and besides last year the Warren Company had to make the repairs to the pavement caused by the putting down of the extra hydrants demanded by the Underwriters' Association.

This year there are about 500 yards of repairs at the contract rate of \$1.81 a yard. The Street Railway Company will also be compelled to pay about \$1,000 for repairs to its portion of the street.

The book and job printers work nine hours a day and receive \$10 per week. In addition to shorter hours they will demand an increase of wages such as may be deemed fair in each place affected.

An employer stated today that but very few book or job men are working for the union scale of \$10 a week. They are nearly all paid more than this.

"A man gets what he is worth," the employer concluded.

The employers will be notified at once by local Typographical Union No. 133, of the demand for an eight-hour day, to go into effect on January 1, 1906.

In a short time it has been put in shape.

Work on the Richmond street pavement was begun this morning when the city engineer's department gave the levels to the Warren Company, which has the contract for the work.

The pavement will be proceeded with at once, and it is expected to be finished in five or six weeks. Every effort will be put forth by the firm to have the pavement on the downtown sections completed in fair week so that the thousands of visitors to the city may not be inconvenienced.

Saskatoon Wants G. T. P.

Ottawa, Ont., Aug. 19. — A deputation from Saskatoon, Saskatchewan, composed of J. A. Lamont, M. P., J. Copeland, and Mr. Oliver, representing the board of trade, has arrived in Ottawa to appeal to the Government to have the Grand Trunk Pacific run through Saskatoon.

LIMITED CRASHED INTO YARD ENGINE

The International Wrecked While Entering Windsor.

LOCOMOTIVE CREW INJURED

The Passengers Thrown About, But Nobody Seriously Hurt—Baggage Car Badly Smashed.

The G. T. R. fast train, the International Limited, which passes through here at 7:50 o'clock in the evening, crashed, head on, into a yard engine, pulling a string of coal cars at Windsor last night. Both engines were badly damaged and the baggage car of the International was converted into a rubbish. The passenger cars were untouched.

The crew of the flyer were bruised, but not badly hurt. A few passengers, none of them from this city, were slightly injured by the effects of the sudden jolt.

The west-bound train was going at less than half-speed at the time, while the yard engine was barely moving.

When the International Limited pulled out of this last night she was about 25 minutes behind schedule time. According to the rule, she started to make up time between here and Windsor, and was not a couple of minutes late when she reached the latter place.

When the International was at Chatham, however, she was reported as 15 minutes late to Yardmaster Flaherty, of Windsor. He therefore allowed yard engine No. 20 to pass out of a siding onto the main line.

Scarcely had they made this move when the crew of the yard engine saw the headlights of the flyer coming down the yards. She had made up almost all of her lost time after leaving Chatham. The engineer reversed his lever and jumped from the cab, accompanied by his fireman.

The next moment the engines were together with a crash. The International was at the moment running 24 miles an hour.

Both engines were derailed. The yard engine suffered the most, of course, the heavier engine plowing right over it. If the crew of No. 20 had not jumped there would have been fatalities.

The baggage car of the International was forced over the tender of the engine and was pretty well splintered. The passenger cars behind were not even derailed. The engine crew, consisting of Engineer Harry Crouch, and Fireman Oliver Peters, of this city, had a narrow escape, but all came off well.

They had not time to jump when they saw the yard engine on the main line, and both stuck to the cab. They were pinned under the wreckage of the combination car, but were protected by the roof of the cab from being seriously hurt.

The coal cars, which were attached to the yard engine, were demolished to a large extent. The contents of the baggage car were, of course, a dead loss.

Most of the passengers on the train were Americans, and a dozen were hurt by being thrown from their seats, but not seriously. Canadians who were injured slightly were O. E. Fleming and Dr. Sanderson and wife, of Windsor; Capt. Parker, of Sandwich.

Relief crews were at once sent to work. An engine was hitched to the rear end of the International and the passenger coaches were drawn back from the debris in front of them and switched into the depot. At an early hour this morning the main line was clear. No. 520 was sent to the shops for repairs. The yard engine is not good for much now, having been squashed under the weight of the other.

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THE WEATHER.

Tomorrow—Mostly Fine and Warm.

London, Saturday, Aug. 19. Sun rises, 5:35 a.m. Moon rises, 3:37 p.m. Sun sets, 7:17 p.m. Moon sets, 3:45 a.m.

Very fine weather has been seen in most parts of Canada, but a few light scattered showers are again reported from the Territories and Manitoba, and rain has also fallen in the eastern portion of the Lake Superior district. Temperatures have been moderate nearly everywhere.

Grand Changes Hands; New Lessee Has the Lease

Dates for Five Years From August 1 Next—Changes All Around.

The Grand Opera House in this city has passed out of the hands of Mr. A. J. Small, of Toronto, and when Mr. Small's lease expires in August next, the theater will come under the control of Mr. John B. Fitzpatrick, of New York, who is associated with Klaw & Erlanger, the big theatrical managers.

Mr. Fitzpatrick is well known as a newspaper writer—one of the cleverest in America. As a theatrical manager and promoter he is also well known, and his reputation is of the highest.

He has control of half a dozen theaters in the United States, and it is understood that by next season he will control not less than five in Canada. His financial backing is said to be unlimited.

It is said that Mr. Small is now to

TROLLEYS CRASH; EVERYONE BUMPED

Street Car Collision This Afternoon—Passengers Bruised—None Seriously Hurt.

A street car accident happened about 1 o'clock today at the corner of Wellington and Horton streets, in which half a dozen persons were slightly injured. Car No. 80, on the Wellington street line, in charge of Motorman George Skinner, and Conductor Hollis, had turned the curve south on Wellington street, when the motorman noticed a South street belt car approaching. He reversed and was backing up to make the "Y" on Horton street, when the Hamilton road car, in charge of Motorman Pannell, crashed into the car. They struck at an angle, and both cars were knocked off the track. The passengers were thrown from their seats, but no one was seriously injured. Conductor Hollis received a black eye in the accident. Several have bruises as mementoes of the collision. Traffic was tied up over an hour. The responsibility for the smash-up has not yet been placed.

DRAWN INTO THRESHER

Young Man Meets Horrible Death on Farm Near Mitchell.

Mitchell, Ont., Aug. 19.—About 9:30 last night, while threshing was going on at a farm of George Lawrence, on the London road, just north of the town, Louis Miller, about 20 years of age, and a mason by trade, was drawn into the machine and instantly killed. He was feeding peas when the accident happened. He was a son of Ludwig Miller, livid just north of the town. The young man had not engaged at threshing, but had just been riding past on his bicycle.

BANS AUTO RACING

Buffalo, N. Y., Aug. 19. — Webb Jay, of Cleveland, the automobile racing man injured at Kenilworth Park, remained in an unconscious condition all night at the Erie Hospital. Surgeons have been in constant attendance, but up to a late hour Jay had shown no signs of returning consciousness. The heads of the leading officials in automobile racing, including manufacturers, are a unit in declaring that the Buffalo Automobile Club, which is in charge of the racing, has no authority to allow automobile racing on circular tracks.

Wm. H. Hotchkiss, former president of the Buffalo Automobile Club, said:

"There will never be another automobile race in Buffalo or vicinity if I can enlist the power of the supreme court of New York to prevent it. The time has gone by for the holding of events rivaling Spanish feats of cruelty. I shall hereafter oppose the holding of any such races, both as a citizen and as an enthusiastic automobilist. Where men are sent out to take their lives in the hands in such fashion as these men have been doing, there is no sport."

LONDON MUST BE REPRESENTED; IMPORTANT SESSION OF O. M. A.

Matters of Great Interest to City Will Come Up for Consideration.

The annual meeting of the Ontario Municipal Association will be held in the City Hall, Toronto, on Wednesday and Thursday, August 20 and 21. It is probable that the city council at its meeting on Monday night will appoint delegates to represent the city of London, as matters of the utmost importance are to come up and London can scarcely afford to be absent.

The Municipal World this month gives a history of the organization and prints excellent photos of Mayor Campbell and Assessment Commissioner Grant, of this city.

The first day's programme is of especial interest to London and includes consideration of the following questions upon which legislation was not secured last session:

1. That the council of municipalities be given power to regulate the salaries of police magistrates, unless the body appoints the magistrate pays the salary.

2. That section 481 sub-section 1, be amended so as to provide for the annual appointment of the judge of the county court, at their first meeting, of two persons (resident ratepayers) on the board of commissioners of police in addition to the mayor, the judge of the county court and the police magistrate.

3. That the proviso to sub-section 1 of section 596 of the municipal act, respecting the operation of street railways by municipalities, should be repealed and the following substituted:

"Provided that the powers conferred by this sub-section shall only be exercised by a municipality when the exercise of such powers would not be a violation of the provisions of any agreement or contract between the municipality and any existing street railway company."

PRES. ROOSEVELT TO THE RESCUE

Will Attempt to Prevent Russian Pulse at Portsmouth.

THE ENVOYS ARE PESSIMISTIC

Witte intimates That When Conference Reassembles on Tuesday Negotiations Will Cease.

PORTSMOUTH, N. H., AUG. 19.—PRESIDENT ROOSEVELT HAS STEPPED INTO THE BREACH AND IS MAKING A LAST DESPERATE EFFORT TO SAVE THE PEACE CONFERENCE FROM SHIPWRECK. THAT IN A SENTENCE IS BELIEVED TO BE THE SITUATION THIS MORNING. JUST WHAT THE PRESIDENT IS DOING, HAS NOT BEEN DISCLOSED, BUT IT IS BELIEVED THAT HE HAS APPLIED BOTH TO TOKIO AND ST. PETERSBURG TO INDUCE THE WARRING COUNTRIES TO SHOW A SPIRIT OF CONCESSION AND NOT ALLOW THE CONFERENCE TO GO ON THE ROCKS NEXT TUESDAY.

Oyster Bay, Aug. 19. — A representative of the Russian peace envoys at Portsmouth will arrive here today to confer with President Roosevelt. The identity of the representative is not disclosed here.

His mission will be to consult with the President with a view to bringing about an agreement between the Russian and Japanese envoys that will prevent a final rupture between the plenipotentiaries.

The representative will come to Oyster Bay by direct invitation by the President. That invitation was transmitted to Mr. Witte last night after the President had had a conference with Baron Kaneko, who came here yesterday afternoon, as a representative of the Japanese Government. Neither the President nor Baron Kaneko would disclose any of the details of their conference, but after the baron had left, an important message was sent to Assistant Secretary of State Vance, at Portsmouth. Mr. Polce communicated with the Russian envoys. Later, an exchange of messages took place between Oyster Bay and Portsmouth. Secretary Polce acting as intermediary between the Japanese and the Russian plenipotentiaries.

While details of these communications are lacking, it is known that they represented an earnest effort on the part of the President to bring the envoys into an agreement that would be satisfactory to both belligerent governments. Whether the President urged that the concession be made by either side, or suggested any other means by which an agreement might be reached, is not known. At any rate, the communication from the President contained an invitation for a representative of the Russians to visit him at Sagamore Hill, as soon as convenient, in order that the subject might be considered fully.

While messages are being exchanged today between Oyster Bay and Portsmouth on the subject, time of the arrival of the envoy is not known.

NO BREAKWATER UNTIL NEXT YEAR

City Will Be Able Only to Repair the Existing Wall at Present.

It has long been prophesied that work on the West London breakwater would not be begun this year. Now it is practically admitted at the City Hall.

"The best we can do," said one of the engineers today, "will be to build up the existing wall in the low places, and where it is weak, so as to protect the people as far as possible from the evils of a flood next spring."

The deeds for all the different properties have not as yet been secured. All but two or three are on the road to the city hall. What will be done with the two or three people who are standing for more money than the city cares to pay nobody around the city hall appears to know. The matter will probably be taken up by the council shortly.

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