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ST. JOHN, N. B., SATURDAY, AUGUST 30, 1913.

IMPERIAL NATURALIZATION.

After negotiations which have extended over a lengthy period, an agreement has been reached between the British and Canadian Governments approving the latest draft of the proposed bill creating a uniform Imperial naturalization. This bill will be passed by the British Parliament next session and in all probability concurrent legislation whereby this Dominion will adhere to it will be passed by the Canadian House. The same course will be followed by the other dominions. Under this legislation an alien naturalized in one part of the Empire will become a citizen of the Empire, not merely a citizen of the Dominion in which he has taken out his naturalization papers.

The power of locally naturalizing aliens upon its own terms belongs to each of the dominions. The Parliament at Ottawa is as competent to make a foreigner a British subject within the bounds of Canada as the Parliament at London is to make a foreigner a British subject within the United Kingdom. But, as the situation is at present, the Canadian naturalized citizen has no standing as a British subject outside of Canada. If, for example, he should be molested in a foreign country, he is not on a footing to appeal for protection to the British ambassador or agent in the country of his misadventure. If he were a citizen of the United States before he became naturalized he remains an American citizen when abroad, although a British subject when in Canada. A citizen of Canada born in Canada, or in any part of the British Empire, is a British subject wherever he goes. But a naturalized Canadian is treated from the standpoint of his original allegiance even in another dominion of the Empire.

The Imperial Naturalization law, which it is proposed to enact, will in no way restrict the powers the several dominions have in the matter of local naturalization. They will be free, as in the past, to fix their own period of probation and prescribe their own tests. But they will be enabled to give additional rights to the people they naturalize. They will be in a position to confer on them not only local, but also imperial citizenship.

As the law now stands in the United Kingdom an alien to be naturalized must spend five years there, irrespective of how long a time he spends elsewhere in the Empire. The bill prepared by the British Government to amend this law will provide that an alien can be naturalized in the United Kingdom after five years' residence in the Empire, the last year of which must be spent in the United Kingdom. If he spends five years in Canada and then is naturalized in Canada he will be regarded as naturalized in the United Kingdom.

Similar bills will be introduced into the several Parliaments of the dominion. Thus in Canada, where a three-year period of probation is required before naturalization, it will be enacted that any foreign-born resident who has lived five years in any part of the Empire may receive a certificate of Imperial citizenship. Thus a foreigner who has become a citizen of Canada after three years' residence here will be able to obtain from the Dominion Government papers of naturalization as an Imperial citizen two years later, if he has spent that additional time within the Empire. This act, when passed at Ottawa, will overcome the much discussed and often times embarrassing condition of things whereby neither a Canadian naturalized subject going to Great Britain nor a British naturalized subject coming to Canada can acquire, by reason of such naturalization, the full status and rights of Imperial citizenship. No matter how short the period of probation may be for citizenship in any dominion, there must be five years of residence somewhere in the Empire before an alien-born inhabitant of that dominion can get from its Government a certificate of Imperial citizenship.

A RAILWAY SAFETY MOVEMENT.

That there is a greater degree of safety in railway travel in Great Britain than in Canada has often been the subject of comment. There is plenty of scope in Canadian railroading for safety movements such as the Grand Trunk is putting into effect. In the year to June 30, 1912, the fatalities were 568, of which 47 were to passengers, 215 to employes, and 235 to trespassers. Minor accidents numbered 3,780, of which 485 were to passengers and 1,606 to employes. A certain proportion of these could have been prevented by co-operation between the employes and the company executives in removing the small defects in equipment so often going unheeded, and by the general observance of "Safety First" rules. The experience of large systems in the United States has been that the organization of safety movements, enlisting the interest of employes in a practical and helpful manner, has reduced accidents about one-third. Recently one large American railroad reported that in seven months the safety movement it commenced lessened the number of accidents 36 per cent.

"Safety First" is the designation applied to the new department, organized by the Grand Trunk Railway. The commendable object in view is the prevention of injuries to the travelling public and damage to property, the determination being to reduce the personal injury record to the lowest possible point and to make the railway referred to a safe road to work for and to patronize. With these purposes in view, engineers of the "Safety First" organization will inspect all lines, terminals and shops, confer with officials and hold illustrated lectures showing unsafe conditions and practices responsible for injuries, and how to correct and avoid them.

Considering the difference in density of traffic, the Canadian railroads have a much heavier accident toll than the railways of Britain or Germany. The British railways carry thirty times as many passengers as the Canadian railways, over a railway mileage about 7,000 miles less. Yet in two years they had the proud record of not killing a single passenger in train accidents. In 1910 the total killed on the railways, including trespassers and suicides, was 1,159, and the total number injured 32,258. That is to say, with a passenger traffic thirty times as great as the Canadian railways have, they killed only twice as many persons, and injured only ten times as many. The average passenger journey in Britain is only eight miles, making the traffic almost suburban, and therefore safer, but no railroad man is likely to dispute the higher efficiency of the British system in protecting employes and public. The number of passengers carried on the German railways is about thirty-three times as great as the number carried in Canada, yet the fatalities are only twice as many and the injured are actually fewer. It should be explained that the German Government distinguishes between deserved and undeserved accidents, recording only the latter. Comparisons of this nature, being a question of statistics, leave room for much technical argument, but, broadly speaking, they indicate that Canadian railroads are less advanced in precautions for safety. The inauguration of a "Safety Movement" by the Grand Trunk is, therefore, a movement of real progress, and American examples would seem to assure its success.

A STAMPING MACHINE.

It was in 1840, mainly through the efforts of Sir Rowland Hill, that the adhesive postage stamp was first issued to provide a means of prepayment, and it is today undoubtedly a device of great utility, but when a large number of letters or papers are to be stamped, the work of moistening separating, and affixing the stamps takes a good deal of time. If a stamping machine could be devised to print a device on the letter instead of affixing an adhesive stamp, it would undoubtedly be more convenient and rapid. This, it appears, is what has been done in New Zealand, and the official stamping machines, provided by the postal department, and rented to the public, are said to be satisfactory in use. This machine records the amount stamped, and payment is made to a collector, who calls at intervals. It gives impressions of a half penny, one penny, three pence, six pence and one shilling, and as each impression is made its value is automatically recorded on a set of dials at the top of the machine. As a precaution against fraud, the machines are turned out from the workshops with only one means of opening them, and that is by a patent lock, the key of which is handed to the postal authorities after the machine has been exhaustively tested. There are no screws that will give admission to the interior, and, therefore, the mechanism cannot be tampered with. For large concerns such postage stamp machines would seem to be an immense convenience, and it appears likely that other countries besides New Zealand will, before long, be providing them for the use of business houses with extensive correspondence.

A Good Sign.

(Montreal Gazette.)

Comment is made in London on the increase in beer drinking in the restaurants of the city. Accompanying the change there is noted a decline in the use of spirits. The reason given is that many people find that while drinking spirits and water they take more alcohol than they think is well for them. The sign is good on the whole. In these days a man is expected to be temperate in his indulgences and seems to live up to expectations.

DIARY OF EVENTS

HISTORIC DAYS IN CANADA

BARON D'AVAUGOUR.

On this date in the year 1661 Baron D'Avaugour assumed the office of governor of Canada. He arrived at a time when the fortunes of New France were at the lowest ebb. The French were confined to Quebec and Montreal, or Ville Marie, which had been founded about twenty years before DA'vaugour's arrival. The savages hung like a cloud around the cities. Every tree seemed to conceal a painted warrior and every path through the forest led to almost certain death. Only the strongest of armed bands dared to issue forth from the towns. The rivers were crowned with Iroquois canoes, and were as unsafe for transportation as the land. The war whoops of the merciless enemy resounded in all directions, and the Hurons were wiped out, only a few escaping to Quebec or Montreal. The nuns and priests were forced to discontinue their labors and seek protection in the cities. Those who could escape sailed away to France, and D'Argenson, the governor, demanded his recall.

In 1660 the Iroquois decided to administer the final blow, and the greatest army in savage history gathered to swoop down upon Ville Marie, and only the heroism of Daulac des Ormeaux and his sixteen gallant companions, whose tragic stand against the Iroquois host has been justly likened to Thermopylae, saved the little city from destruction. The new governor, upon his arrival, faced the crisis, but the bravery of Daulac was not without its effect on the Indians, and D'Avaugour and his successor, the bold De Courcelles, saved the tottering colony from utter ruin. The Indian army fell apart and the redskins retired to their lodges, while the worn and weary settlements for a time enjoyed comparative peace.

THE HUMAN PROCESSION

THE EMPEROR OF JAPAN.

Moshihito, Emperor of Japan, will be the recipient of birthday congratulations on Sunday. The youthful Mikado who rules over the destinies of old Nippon will pass his thirty-fourth milestone, having been born at Kioto on August 31, 1879. One of the first official acts of his reign, which began a year and a month ago, was to announce to the representatives of the foreign powers that the imperial birthday had been changed from the third of November, Mutsuhito's natal day, to the last day of August.

The new Mikado does not appear to have been entirely successful in winning the same place in the affections of his subjects as was held by his father. Mutsuhito's reign will be memorable as marking the change from the old to the new Japan. Progressive as he was, however, the late Emperor adhered to most of the old customs, and did not shock the sensibilities of the elder statesmen and the conservatives. Moshihito has not been so diplomatic. He is thoroughly occidental, and unwilling to make any concessions to old-fashioned notions.

Emperor Yoshihito married the Princess Sadako in 1900 and his son and heir, Prince Hirohito was born in the following year. The Emperor is surrounded by advisers as modern as himself, but the elder statesmen, still a power in the land, are apparently growing more and more antagonistic. Mutsuhiro was a very prince of diplomats in pursuing modern methods while seeming to cherish everything ancient. Yoshihito's training was strictly along present-day lines, and he seems to lack the tact that enabled his father to placate the elder statesmen. A few months ago it was necessary to call out the troops to assist the civil authorities in guarding the imperial family.

THE PASSING DAY

SPANIARDS HONOR WELLINGTON.

One hundred years ago tomorrow, on August 31, 1813, the Spanish city of San Sebastion fell before the onslaughts of the English, Spanish and Portuguese allies under Wellington. The centenary will be celebrated on Sunday in the little seaport city, which occupies a narrow isthmus on the Bay of Biscay, 400 miles north of Madrid, not far distant from the French frontier.

Wellington, at the head of the allies, had commenced his Spanish campaign by taking Ciudad Rodrigo. In April he stormed Badaojz, and in July he defeated Marmont at Salamanca. A little later in 1812 he occupied Madrid, and in June of 1813 he totally defeated the French at Vittoria. Late in July he was victorious over Soult in the Pyrenees.

In August Soult collected his troops in a position, the right of which rested on the sea, with the Bidassoa river in front, while the center and left extended across several ridges of hills toward St. Jean de Luz. San Sebastian, besieged by Wellington, was hard pressed, and Soult concentrated his attention on raising the siege. Soult's plan was that Reille should take San Marcial, but Wellington was informed of the French intentions, and dispatched Freyre's Spaniards to occupy the ridges of San Marcial, with a British division standing as a reserve.

On the morning of August 31st Reille's troops forded the Bidassoa, and carried the first ridge of San Marcial with a rush, but later broke in disorder, and were driven back to the river by the Spaniards. A second attempt resulted in another repulse, and Soult drew Reille's force back across the river.

Immediately after the failure of Soult's attempt at relief the allies took San Sebastian by storm, and occupied the city, although the citadel held out for several days longer. In October Wellington entered France.

San Sebastian, in celebrating the centenary of its deliverance from the Napoleonic yoke, will honor Wellington as its savior. And well it may. To quote Napier: "The English general, emerging from the chaos of the peninsular struggle, stood on the summit of the Pyrenees, a recognized conqueror. From these lofty pinnacles the clangor of his trumpets pealed clear and loud, and the splendor of his genius appeared as a flaming beacon to the warring nations."

OPHELIA'S SLATE

IN LIGHTER VEIN

All Alone.

The amenities of political campaigning are amusingly illustrated by a story told by a southern congressman.

It appears that during the course of a stump speech delivered some years ago by John Sharp Williams in Mississippi he was interrupted by a sudden yell from a man in the audience.

"I have been robbed by pickpockets!"

"I didn't know that there were any Republicans present," promptly suggested Mr. Williams, in order to get a laugh.

"O, there ain't; there ain't!" roared the unhappy man. "I'm the only one!"—Lippincott's.

He Received Orders Direct.

Murphy was a new cavalry recruit, and was given one of the worst horses in the troop.

"Remember," said the sergeant, "no one is allowed to dismount without orders."

Murphy was no sooner in the saddle than the horse kicked and Murphy went over his head.

"Murphy," yelled the sergeant, when he discovered him lying breathless on the ground, "you dismounted."

"I did."

"From headquarters?"

"No, sor; from hindquarthers."—Judge.

The Fan.

He said the umpire was a thief,
And heaped abuse upon his name.
What is the cause of all his grief?
His home team lost a game.
Today he says the "ump" is great—
The very best beneath the sun.
Why such a sudden change of state?
Today his home team won!

In a Way.

"Are you acquainted with Mrs. Hifly, your fashionable neighbor?"

"Only in a roundabout way. Her cat boards at my house."

Can't Buy Those.

"I suppose your neighbors, the Newrichs, have the best of everything."

"Yes, except manners."

Helpful.

"These magazines are so helpful."

"What's the latest?"

"Here in the home hints they tell you how to make a lovely suffragette bomb out of an old tomato can."—Louisville Courier-Journal.

About an Even Thing.

Mrs. Snobb—We never think of going to the Robinsons' parties, though they always invite us.

Miss Keen—I've heard that that's the reason they give for inviting you.

Rejected.

He—Be mine and you will make me the happiest man in the world.

She—I'm very sorry; but unfortunately I want to be happy myself.

An Oversight.

"My home for cats is not a success. I have provided good food, nice sleeping quarters and yet the cats are not happy."

"You are shy on amusement features, old man. You haven't provided any back fence."—Louisville Courier.

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If your child has headaches find out the cause. If you suspect it comes from eye-strain have us examine the child's eyes at once. Under no circumstances allow your child to continue school work with strained eyes. Not only will the eyes be injured but the whole nervous system will be affected by the strain. Come early in the morning for the best results in eye examinations.

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BUY CANADIAN GOODS, MOTT
OF THIS MA

Has Sign to this Effe
Hung in His Store a
Finds it Brings Excelle
Results.

Placed in a conspicuous position a certain business establishment the North End, an attractive li sign, reading as follows, gave rise an amusing incident last evening "Any Article Manufactured Canadian Soil By The Application Canadian Brain and Muscle Will ways Have First Call With Me, It Is Only Good Business On My That It Should."

A customer entered this place business, and on approaching counter his eye at once caught sign with the few well chosen wo He perused it carefully and repea the slogan until he had memorized

The idea advanced by the Board Trade and other such corporations boosting this country at once str him, and thinking the above sign excellent medium for urging the lic to patronize home industries, turned to the proprietor and enqui where a similar sign could be cured. The idea, he thought, wa grand one and would have a reaching effect.

The conversation hinged for s time on the matter, and then read make a purchase the man step forward and said, "Give me a of Colgate's tooth paste."

A knowing smile and a glance his customer was all that was nee and then the customer came with, "Or rather, give me some nadian made." The proprietor ready at the call, and going to end of the counter he handed out product of a local manufacturing cern.

A few words followed and the chaser was convinced of the va of the sign, for in future, he decla that he would see to it that possible Canadian made goods w have first call with him.

"It is the same way with the jority of customers," said the pro tor afterwards. "They purc goods without thinking that are helping other countries when could do just as well with home ufactured goods, and so assist own country.

"The little sign," said he, "w remarkably well. When their a tion is called to it many take heart; and since I have had it pl here customers who previously not particular in their choice insisted on my serving them with nadian made goods."

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No matter what kind or where cated, any corn is promptly cure Putnam's Corn Extractor; being ly vegetable it causes no pain. antee with every bottle of "Putnam use no other, 25c. at all dealers.

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This is the attraction at the O House for three days, beginning Monday, Labor Day Matinee, and ing Wednesday night.

Seven Hours in New Yo

is one of those merry musical plays that give you two hours a half of real enjoyment, sends home forgetting the cares and wo of life, and making you feel glad you are abel to be alive and kic

Seven Hours in New Yo

has given universal satisfaction w ver it has been played. It h clever cast of comedians and brettes, and a chorus that add to all the musical numbers and da that make up the musical end o

programme—and there are eig of them—anyway a plot doesn't n It is fun and recreation one is and Seven Hours in New York the bill, just as truly as if one seven hours in real old New and New York is some place. Ma Monday begins at 2.30.

ALFRED L. BELYEA IS AWARDED CONTR

Ottawa, Aug. 28.—The contrac the erection of the fish hatche Little River, St. John, and buil in connection with the hatchery been awarded to Alfred L. Belye St. John, who was the lowest erer, the price being $8,311.