

Diplomacy Uses Odd Words For Its Own Purposes

Some Expressions That Are Heard During International Negotiations.

There is some uncertainty as to the exact meaning of a trio of words which have become everyday expressions in connection with international affairs. They are unilateral, bilateral and multilateral employed in reference to declarations and treaties between sovereign states. A simple explanation might be helpful to those who are trying intelligently to follow a tremendously complicated world situation.

These are not new words, as an exchange observes. They have been used a hundred years or more in the language of diplomacy but only in the post-war era with its huge increase in international intercourse and publicity have they become incorporated into common currency.

The term unilateral is frequently misused and misunderstood. There can be no such thing as a unilateral treaty, because a treaty must of necessity be made between at least two powers and the literal meaning is something evolved by a single state. There can be and there are unilateral declarations and statements of policy. Such declarations are frequently made when states communicate to others explanations and justifications of certain lines of conduct pursued by them in the past or an exposition of intention with respect to future acts. One of the best recent examples of a unilateral declaration was that of Chancellor Hitler in reference to the re-occupation of the Rhine.

The explanation of the other two terms can be put very briefly. A treaty may be defined as a formal agreement between two or more sovereign states. When it is between two states only it is correctly referred to as bilateral, when with more than two states it is multilateral. The great majority of treaties and agreements are bilateral, hundreds of them being initiated or consummated each year.

The term convention is sometimes used as a synonymous expression for treaty in connection with both bilateral and multilateral agreements. Strictly speaking it is more correctly applied to trade affairs, while treaty has to do with questions of high policy frequently involving peace and war. The best example of all multilateral treaties is the Kellogg-Briand Pact of August 27, 1928, or as it is officially called, "The Multilateral Pact For The Renunciation of War." This is an unusual treaty in more ways than one. It was signed by the representatives of more than 60 nations, contains less than 300 words and has but three articles or clauses. It is a model in lucidity and brevity for treaty makers and for those whose business it is to write about treaties.

INSPIRATION

"My wife left me because I played golf so much."
"How much would a set of golf clubs cost me?"

SPECTACULAR CEREMONY AT BARD'S BIRTHPLACE



The annual Shakespeare birthday celebrations in commemoration of England's most famous bard, took place on St. George's Day at Stratford-on-Avon. The chief feature of the festivities was the unveiling of the flags of all nations, which is shown in the above photograph, taken during the 1936 ceremonies.

Tribute Paid By Province Is The Greatest of Handicaps

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While we pay such heavy tribute it is surprising to note that the New Brunswick Government touches our pockets the lightest of all. The only persons directly taxed in this Province are drivers of automobiles, who pay a license fee and a tax on gasoline; those who attend theatres and pay amusement tax; those who consume liquor and contribute to the profits on the sales. But the person who does not drive a car, attend the theatre or drink liquor gets most of his provincial services for nothing. Yet the Provincial Government provides many services including roads, bridges, education, health-protection services, assistance to farmers and fishermen. On the other hand the Federal Government collects customs, excise, sales taxes on a great variety of goods. Then we pay, under a protective tariff, tribute in the matter of higher prices for all sorts of manufactured articles. Because of unbalanced trade conditions within the Dominion New Brunswick people buy from other provinces what they should be producing at home. In this connection the automobile is a typical example of indirect tribute. An automobile which sells for \$1,700 in the United States and gives a fair profit to the maker and pays the salesman, costs in New Brunswick \$2,300. Who, think you, gets this extra \$600?

In looking over the direct contributions to the federal treasury it is learned that from the customs ports of entry in New Brunswick the Federal Government collects in duties \$3,000,000

annually. From the people of New Brunswick the federal income tax is \$750,000 annually. The sales tax costs the people of New Brunswick some \$4,000,000 annually. The excise tax paid by New Brunswick consumers of tobacco is estimated at \$1,500,000 annually. The customs and excise duties paid on liquors sold in New Brunswick collected by the Federal Government amounts to hundreds of thousands of dollars annually. Then there are the duties and taxes paid on imports through ports outside New Brunswick and on which no separate record is kept, which is conservatively estimated to cost the people of New Brunswick \$10,000,000 annually. Besides that there are the indirect levies to the federal treasury and centralized industry, which will bring the figure to well above \$20,000,000 annually.

Before Confederation the Province of New Brunswick, as well as the other provinces, levied and collected its own taxes, customs, excise, and when these were turned over to the Federal Government money grants and services were to be given in exchange. New Brunswick receives in grants \$1,500,000 annually. Of course the federal employees in this Province must be paid and the necessary services maintained. Thus it will be seen that there is a great difference in what the Province contributes and what is received back.

If New Brunswick could collect into its own treasury all these monies which go out as tribute to other provinces due to taxes, tariffs and centralized industry, we could easily maintain all the

services with which we are supplied and have a large surplus, which would soon wipe out our provincial debt, and put new life into our industries. But through the present system, of centralized control Ontario and Quebec have gained and the rest of the provinces have lost. Our economic life has been wrecked.

The money of the people of New Brunswick has gone to build canals in central Canada, to construct huge transportation systems in all provinces; to make loans to western provinces and subsidize wheat growers of the West, and to other interests which have pressed their claims upon the federal treasury.

It is time that the people of New Brunswick awakened to a realization of the fact that year after year millions of dollars have been and are being poured out of this Province, depleting our wealth and making others in central and the western provinces wealthy. If we are to build up this Province, find employment for our youths and bring our natural resources into paying production, we must take united action. We must get behind our legislators, who have joined in a common cause without regard to party affiliations, to put New Brunswick in its proper place within the Confederation, to stop the drains that threaten our very existence, so that this thing called Canada may not continue to be the leech that is drawing from us our very life's blood.

New Exploits Of The Air Are Recorded During Last Week

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Tommy Rose by 11 hours and nine minutes.

About 100,000 people were present at the United States airport to welcome the German airship on its arrival there, while in Cape town more than 2,000 people greeted Amy Mollison when she set up the new record.

FERRY ON WHEELS

One of the strangest ferries in the world is that which runs between Bigbury, Devon, Eng., and Burgh Island, a quarter of a mile off the mainland. The ferry looks like the skeleton of an omnibus perched on high stilts. The front stilts are connected to an axle joining two wheels and the rear stilts to a 24 horsepower plant, which drives a caterpillar wheel arrangement. This contraption cannot float, and the wheels run along the sea bed for the entire distance. It has been very carefully designed, however, for the deck on which the passengers stand is sufficiently raised to keep them dry during the highest tide.



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SAYS AVERAGE MAN TWENTY PER CENT. OVERWEIGHT

Dundee, Scotland—Prof. R. C. Garry, University College, Dundee, addressing Dundee Rotary Club, said that the average man was twenty per cent. overweight. When we reached adult life, he said, we stopped growing, and we did not need so much food. The boy of ten or twelve years of age needed more food than we did. In how many households did that happen?

Then we were sitting about all day in offices. We were really not using our muscles. We only got exercise at the week-end, from our golf and the like. There was something wrong in this. Human beings were not meant to sit in offices. They were meant to use their muscles to till the soil and chase their prey. In that much we were definitely animals. We had still the same appetites—we still wanted to fill our stomachs with good food, but instead of getting rid of the energy in exercises we sat still all day.

There was a case of a man who had reduced his meals to one small one per day, and he felt all right. But most of us could not do that.

LIFE'S SCRAPBOOK

"Your sole contribution to the sum of things is yourself."—Frank Crane.

"Yet, taught by time, my heart has learned to glow for others' good, and melt at others' woe."—Pope.

"Laziness grows on people; it begins in cobwebs, and ends in chains. The more one has to do the more he is able to accomplish."—Buxton.

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