

THE EVENING TIMES-STAR, SAINT JOHN, N. B., SATURDAY, MAY 23, 1925

**The Evening Times-Star**  
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**WARNING VOICES.**

There is a note of alarm and of warning running through newspaper comment in Central Canada in relation to the lack of unity and the need for broader economic policies to promote contentment and prosperity in the Dominion. More and more it is being recognized that the cure for the existing situation must be found, not in ignoring the current manifestations, but in frankly recognizing their significance, and in finding and applying measures that will give relief. Both the Toronto Globe and the Ottawa Citizen comment frankly upon to-day's conditions and warn public men, in and out of Parliament, that matters are likely to become worse unless something is done to check the increasing tendency toward Canadian disorganization.

Sir Hugh John Macdonald said recently: "There is not a single constituency in Canada that would vote for annexation if it came to an issue." The Ottawa Citizen says he is probably right, but it feels necessary to add: "But the very fact that people are talking frankly about its desirability shows that annexation may soon be an issue, and that if Sir Hugh John Macdonald's prediction is to remain true, very definite steps have to be taken to offset the annexation talk. Those steps must be of an economic character. Patriotic poetry and flag waving will not count for much if the majority of the people in the West, or in the East, get it into their heads that they can be assured of material prosperity by throwing in their lot with the United States. Make them prosperous here, and annexation talk will die of its own inanition."

That is comment of a somewhat startling character, but one lesson that should be drawn from it is that those who are seeking to bring about measures which will check all talk about any step injurious to the fatal Confederation are engaged in a work that is not only necessary but essentially patriotic. The continuance of Confederation and of Canada within the Empire is the common ideal, and in order that it may be realized unity and contentment in this country are indispensable. This is recognized by the Toronto Globe in the course of an editorial dealing with the statement made in London that Canada is "at the parting of the ways."

It says: "A question of far greater practical importance is raised by the Nova Scotia proposal for separate Provincial or regional tariffs, and the cleavage between the West and the Centre on the tariff question. These points, not we think, to accession and division, but to serious differences of interest and sentiment which stand in the way of national unity. Our special work within the Empire is to move in this Confederation and make it year by year stronger and more unified. There is to be a united Empire without a united Canada. With a divided Canada the movement toward annexation might become serious. It is worth while for each of us to make some concessions for the purpose of averting that danger. The situation which causes the discontent is, we believe, only temporary. The resources of the country warrant the utmost confidence in the future, and that confidence is strengthened by the progress already made."

It is well to suggest, as The Globe does, that concessions must not be expected merely from "the other fellow," but that each part of Canada may find it necessary to make some for the common good. It is therefore the part of wisdom, in considering policies of betterment, to devise and emphasize those which may command not merely local but national acceptance. This is no time for counsels of despair. The day calls for a frank recognition of the situation and intense thinking along soundly constructive lines.

**GERMANY AND FRANCE.**

Lloyd George takes the position that Great Britain and the overseas Dominions will show an increasing determination to steer clear of new agreements with any European country until both France and Germany have produced further evidence of good faith and progress toward peaceful conditions. He feels that since Hindenburg's election there has been a feeling of revived independence in Germany, but he regards this as likely to make for ultimate peace. He does not believe that Hindenburg or his advisers contemplate war, but he evidently thinks that sooner or later there must be a revision of some of the treaties defining boundaries. He is convinced that later on Germany will ask for a revision of the Dawes plan and of her Eastern frontier. He has misgivings on the subject of the Dawes scheme because it has a tendency to keep the Germans at work at low wages in order to pay reparations, and he feels that cheap labor may not only lead to workmen's revolt in Germany but

should be sufficient to cause every driver to approach a railroad with caution. Men in a hurry, the careless, the over-confident, should all remind themselves that the race with death is generally a losing venture as well as an exceedingly foolish one.

**Odds and Ends**

"You never know what you'll find among the odds and ends."—From "Notes by a Waiter."

**What's the Hurry?**

(Portland Oregonian.) He believed that he was going to Smith's Corners to see a man about a trade for town property. He really believed it. The fact is, he did take the right road, over the hill and down the river, and past the red barn and turn to the left. The road was not at all remembered it from earlier years, when he had driven a plodding horse through its dust and its quagmires. It was now a black ribbon of pavement, built by the state for the convenience of its citizens and for all who might fare that way. There were apple blossoms along the road, and green fields and white houses. It was such a nice day, and the motor purred so perfectly, that the man hurried. He "stepped on it" as they say.

Indeed, this was curious conduct, for there was no need of haste. He could reach Smith's Corners, talk with his prospect and be back long before noon. Let's see; it used to take all of the day and far into the night. Just why a pleasant day on the road should cause him to wish to hurry, and to put that wish into action, is one of the riddles of the road. But hurry he did. He hurried until the wind whined over the windshield and roared in his ears. He hurried until the apple trees were white blurred streaks at either hand. He hurried until the beauty of the day itself was quite forgotten, obliterated by speed, and the law against hurrying was wholly disregarded. If gave him, this hurrying did, a sense of power, a feeling of co-ordination with the machine itself, a rhythm in his blood, an altogether buoyant confidence and zest. The red barn. The growing

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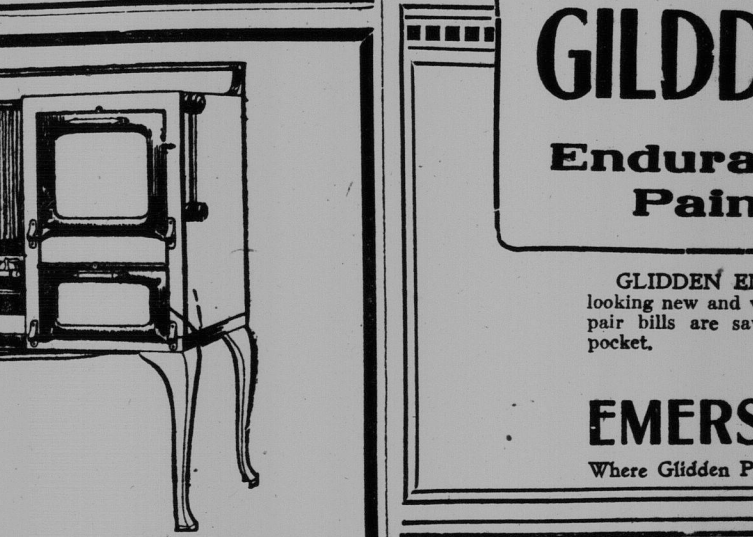
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**Wonder Spots of The Empire**

Reversing Falls, Saint John

(Copyright.) The coastal portion of New Brunswick that fronts upon the Bay of Fundy is noted for its very high tides. At Saint John the tidal rise is as much as thirty feet and at the eastern end of Chignecto Bay it has been known to exceed fifty feet. This is striking for the coastline on the Northumberland Strait, just 14 miles across the Isthmus of Chignecto, has a tidal rise and fall of about five feet only. This rush of water against the coastline during various periods of the day plays some rather odd pranks, but none so wonderful as the production of the Reversing Falls at Saint John, at the mouth of the Saint John river, which is over four hundred and fifty miles in length. It enters Saint John harbor through a rocky, but narrow gorge. At periods of low tide the reservoir of river water forces a powerful stream into the harbor. It dashes over the rocks and hurls the frenzied waters high into the air. When the tide re-



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**IN LIGHTER VEIN**

Canine Luck. "Wonder who first used the expression, 'lucky dog'?" "Probably some fastidious but indolent chap who had noticed that a dog never has to have his pants pressed."

Finesse. "Does your barber ever ask you if the razor pulls?" "Only when he is sure it doesn't."

Cool. Pedestrian—"Your car knocked me down and I shall sue you for damages. Can you give me an advance on account?"

Force of Habit. Passenger (formerly telephone girl): "Porter, why didn't you call me, as I told you?" Sleeping-car porter—"Ah did, lady. Ah did. Ah did. 'Seben-thirty, ma'am, an' you sado: 'Line's busy'!"

Just Like The Fly. Note the fly in the molasses and apply the lesson taught; he was where he had no business and for punishment was caught. Life is full of traps and pitfalls, set for unsuspecting feet; but we bite and take our chances, like the fly, to gain the sweet.

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