

POPULATION SHIFTS IN THE MARITIME PROVINCES

J. W. GRANT

THE first enumeration of the people in what is now the Dominion of Canada was made at Port Royal in 1605 by De Monts's band of settlers. The returns of this census are still extant. Not until 1671, however, was the first regular census taken in Acadia, showing a population of 441. Eight years later this total had risen to 515, and in 1686 to 885. By 1693 it had passed the thousand mark, and it continued to rise rapidly. Shortly after this time, a colony was established on Isle St. Jean, now Prince Edward Island. Its population was 100 in 1720, and 330 in 1728. In 1713 the southern part of Acadia, now known as Nova Scotia, was ceded to Great Britain, while the French Crown claimed a right to the land north of the Bay of Fundy, now New Brunswick. By 1731 the population of French Acadia had reached six thousand. Colonization proceeded very slowly in Nova Scotia for some years under the English occupation, until the settlement of Halifax in 1749, when two thousand five hundred immigrants were brought out. By 1752 the English and German population of Nova Scotia was only 4,203, still considerably less than the French population of New Brunswick had been in 1730. These French Acadians, combined with the French population of the Annapolis Valley, formed a menace to the British population of the south coast. In 1755 the British Government expelled the Acadians from the Grand Pré and Chignecto regions, and scattered them along the coast of the southern colonies. Many of them later reached Louisiana, to preserve their native traditions. Many of them later returned to their native province. In the latter part of the eighteenth century a new stream of immigrants poured in from Pennsylvania, New England, Yorkshire, and the Highlands of Scotland, culminating in a large accession from the United States after the Revolutionary War of Loyalists, or Tories, who wished to live under the British Crown, and who were driven from the country. These new colonists settled in the Annapolis Valley and along the St. John River. In 1784 the new province of New Brunswick was set up, as Prince Edward Island had been in 1773. Shortly after the turn of the century Nova Scotia had a population of 65,000, New Brunswick of 35,000, and Prince Edward Island of

10,000. The population of all three provinces increased rapidly until at the time of the census of 1861, the last taken before Confederation, Nova Scotia had a population of 330,857, New Brunswick of 252,047, and Prince Edward Island of 80,857. By this time practically as much land was under cultivation as is now, and settlement was almost complete. Only certain areas of northern New Brunswick have been opened since Confederation. The Maritimes had become mature.

From 1871 to 1931 the population of the Maritimes has grown slowly, but consistently, until it is now slightly over one million. And yet this growth has not been at all in proportion to that of other parts of Canada. Nova Scotia actually decreased in population in the decade from 1921 to 1931, a fate shared by Prince Edward Island in every decade since 1891. New Brunswick has increased slowly, but its increase from 1921 was hardly more than half that of the previous decade. Through all the period of Confederation, a decline has taken place relative to the population of Canada. In 1871 Nova Scotia contained 10.51% of the population of Canada, New Brunswick 7.74%, and Prince Edward Island 2.55%. By 1931 these proportions had been reduced to 4.94%, 3.94%, and .85% respectively, considerably less than half the proportion of 1871. This decline has been reflected in the representation of the Maritime Provinces in the Dominion House of Commons, which depends to a great extent on population. In 1872 the Maritime Provinces were represented in Parliament by forty-one members. In the session of 1936 this representation had been reduced to twenty-six, and in the latter Parliament New Brunswick and Prince Edward Island had more members than they were entitled to by population. Thus through their loss of population the Maritime Provinces have less voice in the government of the nation. This is but one loss sustained through the decline of population.

Almost a century ago Thomas Haliburton was able to say of Nova Scotia:

Almost an island indented everywhere with harbours, surrounded with fisheries; the key of the St. Lawrence, the Bay of Fundy, and the West Indies; prime land above, one vast mineral bed beneath, and a climate over all temperate, pleasant and healthy. . . It will have the greatest trade, the greatest population, the most manufactures and the most wealth of any state this side of the water.

That Nova Scotia and the Maritimes generally have failed to live up to the words of the historian, can hardly be denied. The

Maritimes have been outstripped in manufactures by the great industrial states of the United States, as well as by the central provinces of Canada; in population they are now smaller than the new Canadian western provinces; while their failure with regard to wealth is demonstrated by the low *per capita* income of the people of the Maritimes. It would be highly interesting and instructive to discover and analyze the trends of population which have resulted in this decline, and to measure their effect upon the welfare of the Maritime Provinces.

A number of factors have contributed to the decline of the population of the Maritimes. Most of them are closely related to the economic state of the region. The Maritime Provinces are not exceptionally rich in resources, and are not fitted to contain as large a population as the fertile St. Lawrence Valley. Agriculture has been, and remains, one of the chief industries of the Maritime Provinces. Much of the land of the Maritimes is well fitted for the raising of crops, although much of southern Nova Scotia and Cape Breton is ill-suited to agriculture. Of the thirty million acres contained in the Maritimes, almost twelve million cannot be cultivated, and 4,500,000 acres in Nova Scotia are utterly unproductive as regards surface resources. Much of the land once fertile has been "mined" by wasteful methods of agriculture, until to-day there are 323,000 acres of abandoned farms in Nova Scotia and 186,000 in New Brunswick. Prince Edward Island, which has been decreasing in population for decades, has still practically no abandoned farms and a total absence of barrens. It is painfully true that through wasteful methods the farms of the Maritimes and especially of Nova Scotia are no longer capable of supporting the population they were once able to maintain. Nevertheless the lands are quite fertile, and could support many more people than at present—if agricultural produce could find profitable markets.

Another large resource of the Maritimes has been the forest. In the early days of settlement, the tall pines of New Brunswick and of the north coast of Nova Scotia were in great demand in England for the purpose of making masts for His Majesty's navy. In the course of time, as the lands along the coast and in the valleys of the principal rivers were settled, these pines were cut as a hindrance to settlement. Practically the entire stand of pine in Nova Scotia has been destroyed, but much still remains in New Brunswick. And yet, if the unscientific cutting of the present is abandoned, the lumbering industry may continue to furnish employment for many men. The timber stand of Nova Scotia has been said to be

the best in age distribution in Canada. With proper care, the forests may continue to support a considerable population in the Maritimes for many years to come. The forest still remains the largest single resource of the province of New Brunswick.

A resource which is necessary for any region to develop industrially, and which has proved able to support a greater population than any other, is the possession of a supply of coal, especially if it occurs in close conjunction with deposits of iron. The foundation of the great populations of Great Britain and of Lorraine has been the occurrence of coal and iron close enough to each other to prevent excessive transportation costs. Coal, the first of the two minerals, is found in abundance in Nova Scotia in the fields of Cape Breton, Inverness, and Cumberland counties, and in Albert county, New Brunswick. Cape Breton, Pictou and Cumberland counties have become, through their possession of this resource, the second, third, and fourth counties of Nova Scotia in population. Iron deposits also occur in various parts of the Maritimes, but little commercial development has taken place. The Maritime Provinces are fortunate in having close at hand the cheap and abundant iron deposits of Wabana, Newfoundland, which are imported to a large extent to the manufacturing plants of Cape Breton, close to the greatest coal deposits of the Maritimes. The coal resources of the Maritimes are largely restricted to the one province of Nova Scotia. In New Brunswick only the Albert field is of any account commercially, while Prince Edward Island is without this mineral. It appears that, as in the past, much of the population of the Maritime Provinces must be supported by the coal-mining industry. Of other minerals occurring in the Maritime Provinces, gold has been the most important, employing a considerable number of men. But the gold industry has been at best unstable, and has proved to be an irregular source of livelihood. It seems very unlikely that any large population can be supported by the gold-mining industry. Other minerals also occur in these provinces, but they have been mined very irregularly, and seem capable of supporting only a very small population.

The fishing industry has for many years supported a large population along the southern shore of Nova Scotia. The province is located favorably in relation to the Grand Banks of Newfoundland and other banks, and Lunenburg fishermen have been able to secure the greater part of the catch. The fishing industry has suffered from many drawbacks, but it has not suffered from the stinginess of Nature.

An important factor in the decline of the population of the Maritimes has been their disadvantageous position. In the time of Haliburton these provinces, situated between England and the United States, and possessing many articles to be traded to the United States, seemed to have an ideal location. The industrial revolution, together with the westward movement in the United States, has changed all this. A remarkable tendency of the industrialization of the world has been the trend towards regional specialization. Industries have commonly become centralized in large cities and in compact industrial regions, as the cotton industry has been centralized in Lancashire and the American iron industry at Pittsburg. The whole economy of the Maritime Provinces has tended towards decentralization. Fishing, ship-building, agriculture, and lumbering have been the chief industries, and these have all had the effect of scattering the population along the coast, in the fertile river valleys, and near stands of timber. Prior to the development of the coal mines of Cape Breton late in the last century, there was not a single large industry which could be more efficiently carried on in large cities than in smaller rural communities. The social customs of the people also tended to decentralization. There have been in the Maritimes various social groups, often speaking different languages, as the French in northern New Brunswick and the Germans of Lunenburg. These groups have intermingled remarkably little with each other, each being content to remain in its own lands and scattered villages. The Maritime Province became a decentralized region in a continent which proceeded rapidly towards centralization. Great cities developed in the United States and central Canada, while the Maritimes remained rural.

At the same time the westward movement has robbed the Maritimes of their strategic position. By the development of the great West and the steady westward movement of the centre of population, the Maritimes found themselves on the edge of a continent rather than in the centre of a trading unit. By the building of the railways the main arteries became landways, rather than seaways. New England developed in industry, but it lost its position as a commercial region, and the Maritimes lost in trade accordingly. The Maritimes are in an unfortunate position with regard to railway transportation, now the chief means of communication. The distance to the markets of the Great Lakes region is too large for Maritime industry and agriculture to compete. As a result, the Maritimes have been less able to support their population.

Another cause of the decline of the Maritime Provinces often suggested is the natural conservatism of the people. These provinces had been settled at an early date, and soon reached full maturity. The people became conservative, and were not able to keep abreast of the times. Dr. S. A. Saunders has declared in THE DALHOUSIE REVIEW:

Technical changes in industry have meant painful readjustments for the Maritimes as compared with rapid developments in other provinces.

This is certainly one contributory cause for the loss of prosperity and population, but it does not account for the decline in any adequate way. Such conservatism has been more the result than the cause of the decline of the Maritimes.

The Maritime Provinces have always depended on foreign trade. In 1865 Nova Scotia traded more with Great Britain, the United States, and the British West Indies than with Canada. Accordingly the Maritimes stood to benefit from a system of free trade. On the establishment of the Dominion of Canada, the theory of free trade was widely favored and duties were generally low. Some years later Sir John A. Macdonald developed the "National Policy", which substituted the doctrine of Protection. It cannot be questioned that the National Policy has had a deleterious effect on the industry and trade of the Maritimes. The economic interests of Upper Canada and of the Maritimes are vastly different, and the Protection policy which aids the one must affect the other adversely. But it cannot be maintained that even the greater part of the decline of the Maritimes has been due to the National Policy. Two great blows which fell upon the Maritimes at the time of Confederation must be borne in mind—the abrogation of the Reciprocity Agreement by the United States, and the decline of the shipbuilding industry through the competition of the iron ship.

One great factor in causing the decline of the population of the Maritimes has been the urbanization of the western world which accompanied the agricultural and industrial revolutions. In England and the United States the rural districts have been depopulated, while great cities have grown up. The Maritime Provinces have been essentially rural, and have accordingly suffered. As late as 1891 the Maritimes were almost 84% rural. By 1931 about 60% were still in rural communities. The rural population has absorbed the entire decline. From 1891 to the present the rural population has decreased absolutely every decade, while

the urban population has never failed to increase. A similar fate has been shared by rural communities throughout North America. Many villages in New England which were once prosperous are now almost abandoned. It has proved possible to support a large urban population by methods of farming which demand fewer laborers. The country, for this reason, has not needed so large a population to feed the cities. An emigration began from rural area to the large centres, and as the Maritimes have no large cities, the surplus population of the farms have had to migrate elsewhere.

For the reasons mentioned, and for several others, the Maritimes have failed to prosper as well as other parts of North America. At the turn of the century, especially, opportunities seemed to present themselves in the western provinces, in Ontario, and in the United States, which exceeded anything the Maritimes could offer, and many ambitious young men and women emigrated to other parts of Canada and to the United States. The United States had, in 1920, 1,200,000 persons born in Canada. A large proportion of these must have been from the Maritimes. Young men from the Maritimes also played their part in the development of the great West. Altogether, the exodus was tremendous. The population of the Maritimes continued to increase slowly, but it lost much even of the natural increase. In the decade from 1921 to 1931 alone, the natural increase amounted to almost 116,000, while the actual increase was only 8,775. The excess of emigration over immigration was in excess of 100,000. If the Maritime Provinces had retained this increase in the period since Confederation, their population now would be much greater than it is. The great migration helped to build the West and to fill the cities of the United States. It must have had an even greater effect on the population of the Maritimes.

One major consequence of the emigration of so many men has been on the land itself, and indirectly on the population. Much of the emigration took place, as has been mentioned, from the farms of the Maritimes, leaving several thousand acres as abandoned land. Much greater in extent must have been the land added to the farms of those who stayed. In many villages it is now not uncommon for a farmer to work as many as three or four farms. He has not, however, had more labour to assist him, and cannot adequately cultivate his land. Farming has become extensive rather than intensive, and the land has soon become exhausted. Large areas of the farms have proved less productive, and have become submarginal. It would be hard to retrieve many of these exhausted lands. For a time it is cheaper and more productive

to obtain the produce of several farms, but soon the return becomes smaller and smaller, and the standard of living is lowered. This has produced in many parts of the Maritimes a rural population obtaining merely a sustenance from the soil.

Those who have emigrated from the Maritimes have been, in most cases, the most radical elements in the population. They were the venturesome men who might have had the "drive" to establish the position of the Maritimes more firmly. They have also been largely the poorer element, with little chance of a livelihood in the Maritimes. The conservative and well-established elements are thus left in these provinces. The result has been naturally to intensify the conservatism of the people of the Maritimes. Maritime business men are unwilling to modernize their equipment, or to take risks which would be thought worth-while by more progressive industrialists. The people are unresponsive to new ideas, and are for the most part content to rely on old methods and on old institutions. In some civilizations this would be the safer course and the one most likely to succeed, but in the rush of a civilization which demands the modern and the efficient it means decline. In the second place, it is the less hardy elements which have remained. The strong and ambitious have not been content to exist on the sub-marginal standard of living which was attainable in the Maritimes, and have departed for the West and for the United States, where many of them have succeeded. The lower efficiency of the people who remain is demonstrated by the high proportion of feeble-minded and the large number in mental hospitals. Another serious effect of this emigration has been the disturbance of age groupings. The emigrants have been almost entirely of the ages from twenty to forty-five, the most efficient working ages. The old people, whose effectiveness is gone, remain in the Maritimes, and a small proportion of those of working age are left. The following table will demonstrate the effect emigration has had upon age groupings:

	0-9	10-19	20-44	45-69	70-	Not Stated
Canada.....	212.70	203.69	360.50	189.52	33.2	0.36
Prince Edward Island.....	212.47	207.97	308.15	206.52	64.81	0.08
Nova Scotia.....	215.36	214.17	320.93	198.39	50.93	0.22
New Brunswick.....	239.83	219.63	317.25	181.18	41.95	0.17

It will be seen that the proportion in the working age is much less in the Maritimes than in the rest of Canada. Prince Edward Island, which has declined steadily in population, has the smallest

proportion. It is also interesting to note that New Brunswick, while it is growing faster than Nova Scotia, has a smaller proportion of the working-age group than the latter province. The explanation probably is that New Brunswick loses more of its population by emigration, but in compensation has a higher birth-rate. This small proportion of young people has serious effects on the birth rate and the death rate. A small proportion of females in the child-bearing ages tends to produce a low birth rate, while a large percentage of older people brings about an increase in the death rate. It is interesting to note, however, that all the Maritimes have higher birth rates than Canada as a whole. In 1933 the Canadian birth rate was 20.9 per thousand, while in Prince Edward Island it was 21.9, in Nova Scotia 21.4, and in New Brunswick 23.9. It is noteworthy that the Maritime Provinces have a high proportion of their population in the ages under twenty. In the past many members of these groups have emigrated on reaching the age of maturity. If they can be kept in the Maritimes, the rate of natural increase will probably be much higher and the distribution of the age groups more normal.

The Maritimes have lost many people through emigration, but this cannot be considered an exceptional phenomenon. Many French Canadians have left Quebec to find work in the factories of New England, while many young laborers have gone from the farms of Ontario to open up the new Canadian West. These provinces have, however, received a compensating increase of population through immigration. The Maritimes, for many reasons, have received very little to repair the breach caused by the long-continued exodus. In 1931 Nova Scotia had only 41,797 foreign-born inhabitants, New Brunswick 24,401, and Prince Edward Island 2,787. Nova Scotia contains a considerably larger proportion of immigrants than either of the other provinces, but while Nova Scotia contains 4.9% of the population of Canada, she receives but 1.8% of the immigration.

A large amount of immigration has often far-reaching effects on the personnel of the population of a district. In the United States immigrants from various countries have been concentrated in narrow national groups, interested more in preserving the strength of their group than in advancing the welfare of the nation. In the Maritimes, immigration has been too small to affect the racial or religious balance greatly. Most of the immigrants have been, moreover, of a type quite easy to assimilate. England and the United States have each contributed almost seventeen thousand persons, while nearly thirteen thousand people born in Newfound-

land are now resident in the Maritimes. Immigration from the continent of Europe has been insignificant. The largest element, the Polish-born, accounts for but twelve hundred people in these provinces. Such Europeans as have come to the Maritimes live chiefly in the urban counties of Halifax and Cape Breton in Nova Scotia. Nova Scotia has, accordingly, a European-born population of 6,561 as contrasted with only 2,468 in New Brunswick. Cape Breton county also contains almost seven thousand natives of Newfoundland, slightly more than half the Maritime total. Despite the large disparity of immigration in favour of Nova Scotia, New Brunswick alone of the Maritime Provinces has made a serious attempt to encourage immigration. For some years New Brunswick carried out a scheme of land settlement, and a certain number of settlers were brought in. No really serious attempt has ever been made, however, to develop a scientific and adequate settlement plan. It is doubtful, indeed, if any plan could have been successful in inducing settlers to remain while economic conditions were as poor as they have been. The Maritimes cannot hope to receive any large increase of population through immigration until Maritime industries and agriculture attain a sufficiently high state of prosperity to assure the settlers of an adequate livelihood.

In addition to movements of population to and from the Maritimes, there have been several shifts within the provinces themselves. Three outstanding tendencies may be noted in the movement of population since 1871—the movement to the cities and towns, the growth of the industrial and mining centres of Eastern Nova Scotia, and the increase of the population of the French counties of northern New Brunswick. Another notable trend, the continued decline of Prince Edward Island, may be considered as a special case of the movement to the cities.

At the time of Confederation the Maritime Provinces were almost entirely rural. St. John and Halifax had populations considerably over twenty thousand; Charlottetown had eight thousand; while Fredericton had six thousand. There were no other towns with over three thousand inhabitants, and only Truro, Dartmouth, Windsor, Pictou, Liverpool, and Yarmouth in Nova Scotia, and Woodstock in New Brunswick, had populations between two and three thousand. Even as late as 1891, 86.93% of the population of Prince Edward Island, 82.91% in Nova Scotia, and 84.78% in New Brunswick, were in rural communities. Since that time the towns and cities have advanced steadily in importance until, in 1931, 23.15% of the people of Prince Edward

Island, 45.17% of Nova Scotians, and 31.59% of the population of New Brunswick, were in urban centres. The Maritime Provinces are still less urban than Canada as a whole. Whereas in 1891, 31.8% of the people of Canada lived in cities and towns, in 1931, 53.7% of the population was urban. Prince Edward Island is the most rural province of Canada, while New Brunswick fails to be second only by virtue of a difference of .03% as compared with the proportion in Saskatchewan. 31.59% of the people of New Brunswick are in urban communities, while Saskatchewan has but 31.56% of its population in cities and towns. The urbanization of the Maritimes, however, has proceeded somewhat more quickly than the urbanization of the Dominion. The rural population of Canada has been increased greatly by the opening of the agricultural West. Urbanization has proceeded more rapidly in Nova Scotia than in New Brunswick or Prince Edward Island, largely owing to the development of the coal mines of the former province. The city of Halifax has surpassed St. John, while Sydney and Glace Bay have grown to large populations since 1871. In New Brunswick, indeed, the population actually became more rural in the decade from 1921 to 1931. Lumbering in the interior and agriculture in the river valleys have tended to decentralize industry even further. The rural population of the Maritimes has declined since Confederation not only relatively but absolutely. In 1891 the rural population of the Maritimes was 770,588. This has decreased during every decade, until in 1931 only 628,124 lived in rural communities. Accordingly it has been the portions of the Maritimes with the fewest towns and cities which have failed to increase. The decrease of the population of Prince Edward Island has been due not so much to any disadvantages of position or of resources, as to its high proportion of rural population.

A second major trend has been the rise of the coal-mining districts of eastern Nova Scotia. The western part of Nova Scotia has failed to gain appreciably, most of the increase taking place in the industrial East. From 1871 to 1931 the population of the province increased by 32.2%, but while in the counties west of the Shubenacadie River the gain was only 7.5%, in the eastern counties it was 46.7%. In the sixty-year period the Nova Scotian centre of population has moved almost twenty miles north-east, from a position near Stewiacke to a point about five miles west of the village of Trafalgar. The gain of the East has been entirely in the mining counties of Cape Breton, Pictou, and Cumberland. The population of Cape Breton county alone has grown from 26,454 in 1871 to 92,419 in 1931, an increase of 65,965, of which all

but 1,094 was made in the towns and cities. Sydney and Glace Bay have become important centres, while New Waterford, Dominion, and Florence are growing mining towns. The greater number of these did not exist in 1871. A large population has likewise migrated to the mining towns of Pictou and Cumberland counties, such as Springhill and Stellarton. The mines of this region have been able to support a permanent population, and will undoubtedly continue to support an increasing number of people for years to come.

A third outstanding shift of population within the Maritimes has been the growth of the French counties of northern New Brunswick. If the population of the English counties (Victoria, Carleton, York, Sunbury, Queens, Kings, St. John, Albert and Charlotte) be compared with that of the French counties (Restigouche, Madawaska, Gloucester, Northumberland and Kent), it will be found that while the population of the former grew from 186,432 in 1871 to 196,811 in 1931, a gain of but ten thousand, the French counties have more than doubled in population, growing from 70,836 to 153,902. These counties now contain more than a third of the population of New Brunswick. The trade and industry of New Brunswick is no longer centred entirely around St. John. Large towns, such as Campbellton, Edmunston and Bathurst, have grown up in the north, surpassing many of the well-established towns of the south. The centre of population, and accordingly the centre of influence and power, has shifted to the north. There are several reasons for this remarkable growth. In the first place, the birth rate and the rate of natural increase are quite high. This alone would be sufficient to account for the increase in the absence of emigration. Emigration did not take place, as a matter of fact, to any great extent. French Canadians are by nature conservative and attached to their native soil. They have not been among the hordes departing for the West, but have slowly consolidated their position in the East, settling the vacant regions. The counties of Restigouche and Madawaska were vacant regions at the time of Confederation. In their large area they contained but twelve thousand people. French Canadians from the east of New Brunswick and from the neighboring counties of Quebec began filling this area, until in 1931 over forty thousand people inhabited these two counties. Although several large towns have grown up in the north, the increase has been largely rural. The growth of northern New Brunswick seems to indicate the increase which might have taken place throughout the Maritimes if emigration had not been so large.

These long-term trends have been noticeable in the history of the Maritimes. A more recent phenomenon has been the general decrease of the population of Nova Scotia from 1921 to 1931, which seemed to affect industrial centres and villages alike. In the last decade the population of the Maritimes increased by only eight thousand, the smallest increase since Confederation. Nevertheless, it does not seem likely that this migration will continue. The West has been suffering from severe depression, and offers fewer opportunities than the Maritimes, while the United States had adopted a restrictive policy which largely excludes immigrants. Thus the two most important regions to which Maritimers have emigrated are saturated. Only Ontario and Quebec remain as important recipients of Maritime population. At the same time, industry and trade in the Maritimes have revived somewhat, and more opportunities present themselves to youth. The great migration is over, for a time at least. The population of the Maritimes has been estimated by the Dominion Bureau of Statistics to be 1,045,000 in 1935, of which 527,000 are in Nova Scotia, 429,000 in New Brunswick, and 89,000 in Prince Edward Island. The Bureau further estimated an increase in the year 1936 of ten thousand in Nova Scotia and of four thousand in Prince Edward Island. These increases could not have been caused by natural increase alone. Opportunities in the Maritimes must be greater than they are elsewhere. With the improvement of transportation, the Maritimes are at a smaller disadvantage in competing in the markets of North America. Maritime coal is being sold increasingly in central Canada, and will probably continue to be. Other industries are reviving in the same way. If prosperity continues in the Maritimes, the population may be expected to rise slowly, but steadily. The natural increase is sufficient to provide for an adequate population in the future. If the Maritimes can maintain their position, their population will increase as much as their resources warrant.