

# PROBLEMS OF THE MARITIME PROVINCES

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THE injury which Nature does to man is far less serious than that which man does to himself. It has taken the southern States over half a century to recover from the Civil War; but the cotton boll weevil—Nature's worst turn to these regions—was almost a blessing in disguise. For it forced farmers to abandon the bad one-crop system, and brought high prices to those who avoided the disease. In early days infant settlements were sometimes all but annihilated by crop failure and pestilence. The name of Souris in Prince Edward Island recalls the ravages of field mice in the 18th century. But to-day the greatest disturbance (war apart) to which a young community is exposed is caused by the intricacy of the world system of economics into which it is immediately compelled to enter. For to make a start it must borrow; to pay interest it must grow cash crops; to realize these it must sell on the world's markets. To the Old World the position of new countries must always seem enviable, for they carry a smaller dead weight of taxation and routine; and although they have growing pains, at any rate they grow. But the New World is a broad term for regions which contain land that is both old and new: and in the New World there are regions which by misfortune or mistake have suffered checks, and which therefore require not only settlement but also resettlement.

The sufferings of nineteenth century England were covered up by England's net gain at the end. Commerce and agriculture in Massachusetts were damaged by the growth of New York and the exodus to the American West; but in compensation, Massachusetts obtained manufacturers of textiles and other things. The eastern States as a whole, although they lost some of their native population to the west, grew in wealth and numbers by reason of the demand which the west set up for their products, and of the growing volume of goods and men which passed through their territory. Our own Maritime Provinces gave of their best both to the United States and to Canada, but it was the misfortune of their situation that the

population and traffic of the western flow passed over their heads. Some of their ancient industries were destroyed, and the reflex from central Canada was more often a smothering than a rejuvenation.

Charlottetown was the cradle of Confederation, but Ottawa became the capital of the Dominion. As Ontario was situated, it stood to gain economically more than any other province by the national policy adopted in the eighties, just as the Maritime Provinces stood to lose economically more than any others by the failure to secure reciprocity with the States in 1911. When the merchant shippers of England and Scotland were deprived by Napoleon of their Baltic supplies, they turned to the St. John and the Miramichi. For fifty years they cut lumber, built ships and sailed the ships with lumber in them to Liverpool and Glasgow. Wooden shipbuilding collapsed in the decade in which Confederation was born. The shipping companies became shipowners only, and did their business with other parts of the world. Samuel Cunard, a native of Nova Scotia, and the biggest proprietor on Prince Edward Island, was compelled by events to take his genius to Liverpool and to make New York the port of destination on the North American side. The great Canadian banks of to-day span the Dominion and reach down to the West Indies. The Canadian Bank of Commerce absorbed, in 1903 and 1906 respectively, the old Halifax Banking Company and The Merchants' Bank of Prince Edward Island; and while without doubt the amalgamation was in the interest of the shareholders and the banking stability of these provinces, the adjustments involved by the transfer were disturbing. Unwise local credits had to be curtailed; and in so far as the trouble resulted from too intimate personal relationships, they were best overhauled by officers from without. Similarly The Merchants' Bank of Halifax, founded during the war and shipbuilding boom of 1864, grew into The Royal Bank of Canada. The Royal Bank reached Montreal in 1887; by 1900 it was studding the prairies and strongly entrenched in Cuba and the West Indies. In 1907 the head office was transferred to Montreal. Thus Toronto and Montreal are the fortunate heirs not only of their own creations, but also of the creations of others.

Therefore since Confederation the Maritime Provinces have had to fight an up-hill battle. In the interests of the Dominion they have had to acquiesce in the shifting of the centre of political gravity, and to become an arm where they were once the body. A sober-headed community does not cherish a grievance without

a cause, but it is a very dangerous thing for that community, because—when fed by the daily press—it becomes a mood, and causes the outsider to form an unreasonably low estimate of its potentialities. Many shocks assail the traveller in the Canadian West—patches of forest wilderness within the limits of a so-called city, hot south winds rushing down valleys that advertise themselves as orchard Edens, a ragged fringe on a near north where the fight for crops is less severe than the fight for the decencies of life;—nevertheless he returns with a superb faith in its future. For one thing, it is the west towards which people move; and for another thing, there is an infection in that superb morale on which when the crops fail one year the westerner lives till the seed time of the next. But for the East, in the present stage of its evolution, there is a further danger in this mood of discontent. It tends to distract it from its true and lawful interests. The channels by which the wheat crop of the west are marketed should be decided primarily in the interests of the west, and indeed will be, for the west will insist on that. The true interest of the "Maritimes" lies in the development of their own rich Hinterland; the noble valley of the St. John; the sheltered fertility of Prince Edward Island; Cape Breton, which has every charm of Switzerland except the snow clad peaks; and the Valley of Annapolis which for extent and ease of operation puts the Niagara Peninsula and the Okanagan into the shade. For constant improvements in entrance and exit St. John and Halifax can convincingly plead, as also for facilities in handling the trade and manufacture of sugar and oil for which their coastal situation and proximity to the West Indies give natural advantages; but the plea should rest on natural self-development. The analogy of Africa will serve here. The Niger once was valued only for ivory and slaves, the Cape of Good Hope as a port of call for India. Then came roads and railways; and of all the wonders which Wembley has to show, none are more impressive than the revelations of the development of Nigeria and the Gold Coast. Communications and wise governments have done it. The Gold Coast, which in 1900 had barely emerged from cannibalism, now supplies nearly half the world's cocoa, which it runs to the coast or rail-head on motor lorries, the creation of Henry Ford. West Africa is developing its rich Hinterland.

Each of the Maritime Provinces has distinctive resources and, because they are old settled, a distinctive cultural charm. And here let it be said that the temporary economic eclipse of these provinces has not been just sheer loss. It has helped to preserve

that region from the cultural death touch which has fastened upon parts of industrial England and industrial America. But in orderly development there should be no threat to culture. Prince Edward Island is a secluded island on the northern fringe of the Atlantic seaboard. It is the home of seed potatoes and silver foxes. It once was, and again will be, the home of oysters. It is distinct from all other provinces in that practically the whole is fertile and settled. The potato is an old Island specialty. When Lord Selkirk visited his newly arrived settlers in 1804, he found that their principal crop was "potatoes of excellent quality, alone sufficient for the support of the settlement." In the palmy days of the 19th century, when every little cove resounded with the noise of the hammer, there were plenty of small ships to carry the Island Blues to good neighboring markets; but as the population was drained to the west, it became necessary to go further afield for markets, and to grow the export varieties of which Irish Cobblers and Green Mountains are representatives to-day. Despite the duty, these seed potatoes can hold their own against those of Maine. The Island climate gives high vitality and yield, and fortunately the potato-growing belt in the southern States (Virginia) is close to the seaboard, so that it can be reached by sea, while for the northern trade to New York State and Long Island both rail and ship are used. Moreover the reactions on other industries have been good. It is remarkable to find in the little town of Summerside a large retail store, with many thousand customers in the Maritime Provinces. But foxes call for pens, shelter, crates, feeding-stands, etc., and Messrs. R. T. Holman, proprietors of this store, specialize in many of these things. The fishing population finds the demand for herrings as fox feed almost more than it can meet. And, in general, fox ranching does not react injuriously on general farming. Individual beginners outside the Island are sometimes distracted by its speculative novelty; but the question asked by the Dominion Royal Commission in 1914, "Is it hurting general farming," is answered now, as it was then, by an emphatic "No." When conducted as a side line, it takes up but little time. Most farmers have a wood lot which affords a natural habitat for the foxes' pens; and the ready cash from fox sales supplies capital for improvements on the farm.

In oyster production the record of the Island is not so good, for the famous Malpeque oyster from Richmond Bay on the north side of the Island is all but extinct. From a peak of 58,000 barrels in the early eighties the exports declined to 11,000 barrels in 1911 and 1,000 in 1916. Last year 3,800 barrels were exported

from Hillsborough River and its tributaries on the south side of the Island. The original depleting was due to ignorant exploitation and disinclination to obey regulations. But the first effort at restoration was disastrous. For in 1911 a number of farmers, having fox money to spend, leased some barren rivers and—dispensing with expert guidance—stocked them carelessly during the hot summer months with imported seed oysters. The result was a disease which killed the whole plantation, and which is only now within sight of being checked.

The oyster fishery impinges on agriculture in two ways. Like lobster fishing or general fishing, it has been the pastime of a number of coast line farmers. And of this type of farmer there is an old Acadian saying, "we be all farmer—all fisher—dat be the veri ting dat make us all begars." Secondly, the dead oyster beds are a valuable fertilizer supplying the deficiency of lime in the red soil of the Island. These beds of dead oyster shells and mussel mud are sometimes as much as 30 feet deep. No damage to live oyster beds need be caused by their removal. The configuration of the Island, with its many bays, puts most farms within reach of this fertilizer. A survey of vacant farms made by the Soldier Settlement Board in February, 1924, revealed (1) that in 52% of the farms, commercial fishing opportunities wens available within five miles at an average distance of one and three-quarter miles; (2) that in 77 per cent of the farms, mussel mud was available within twelve miles at an average distance of five and a half miles.

New Brunswick is about the size of Scotland. Of its eighteen million acres only two millions are improved land. Lumber has therefore dominated the structure and life of the province. Many of the railways were laid as lumber hauling roads. Winter work in the lumber camps is the main subsidiary source of income for the farmer. Some settlers who have a wood lot on their own farms make their interest payments out of cutting wood and hauling it to the railroad. The money thus made is indispensable, but it has nevertheless reacted unfavourably on the quality of farming. "Our people have been lumbermen, and agriculture is simply a side issue with them," the Dominions Royal Commission was told in 1914. Lumbering, moreover, is an industry which is subject to violent fluctuations. Last winter's wages averaged between \$45.00 and \$50.00 per month, *plus* board; and the most that was hoped for in the fall of 1924 was that the wage cuts would not be as heavy as at first anticipated. In New Brunswick the big timber reserves are

still crown lands, and cutting rights only are given to operators. The conditions of ultimate stability in this province are therefore more favourable than in Nova Scotia, where nearly all the lands are privately held with desolating results at the present day. For here the big Maine operators, anticipating an exhaustion of raw materials in their own State, are buying up hundreds of thousands of acres and leaving them idle. An American concern has recently acquired a great tract of land along Chignecto Bay, scattered properties south-east of Truro, and a central area around Springfield in Lunenburg, Annapolis and King's counties. Formerly many families were engaged in the local saw mills; now the regions are empty of people, and Springfield is like an abandoned town in the war area. A caretaker (or squatter) and a cow are in solitary occupation. This is bad for the surrounding agriculture in three ways. It depresses the *morale* of the district by imparting an atmosphere of instability and foreign domination. It removes suddenly the demand for milk and vegetables which the local farmers have hitherto supplied. It spoils the chance of subsidiary earnings. The dead coal towns in Cape Breton, such as Inverness or Port Hood, and the partly operating pits in Glace Bay and Sydney Mines exercise the same depressing influence. In one particular the analogy extends to the west, whence this year many harvesters returned without a job because they found the Alberta harvest being reaped by coal miners on strike.

Potatoes, with apples as a substantial side-line, are the leading specialty of New Brunswick, just as apples and potatoes are the leading specialties of Nova Scotia. In the last few years the potato industry has made rapid strides in the land along the upper reaches of the St. John and its tributaries. The railways follow the course of the main rivers, and the location of the farms in reference to the railway is ideal for potato shipment. The potatoes are grown on the banks of the river or on the plateau just above, dumped into the potato houses along the main road, and thence loaded on the adjacent railway. But growers are now faced with a big marketing problem. Most of these potatoes are grown for the table. The imposition of the Fordney Tariff in 1922 violently deflected the course of foreign shipments. For though seed potatoes can surmount the tariff wall of 75 cents a barrel, it is prohibitive for ordinary potatoes. Foreign shipments are therefore narrowed down to Havana and the West Indies, to the embarrassment of Nova Scotia growers, who have been longer on that market. In 1923 the acreage sown in potatoes was comparatively



small—as a result of the price slump in 1922 and consequent lack of funds for fertilizer, the main prime cost of the crop. Prices in 1923 were good, and therefore in 1924 the acreage was doubled so that now the market is emphatically a buyer's market. For the first shipments this fall only 75 cents a barrel was being obtained by growers, which barely covered cost of production, without allowing anything for the value of the land and the farmer's own labour. Strung out along the St. John valley, the growers are ignorant of market conditions. They only hope that Havana will absorb their crop. But moderate quality and careless packing are traditional in southern markets, even as the Orient is expected to absorb low grade flour. There is therefore an exceptional need for a strong potato selling organization, which will look ahead for the extension of markets and consolidate the West-Indian by improvement of quality. It never pays to ship non-standard foodstuffs a long distance.

The Annapolis Valley of Nova Scotia is uniquely situated. It is on the high road of a growing volume of high-class motor traffic, which visits it for its own sake, both natural and historical, and *en route* to the wilder beauties of Cape Breton “down north and up along.” Though, when seen from the mountain behind Kentville, the whole valley from Wolfville to Annapolis seems full of orchards, yet not more than one quarter of the available orchard land is thus used. A rail haul of about fifty miles takes the apples to Halifax, the port of ocean shipment to the main market—Great Britain. As a result of the tariff wall, none go to the States; though in 1924, the American crop being light, a considerable number would have gone there in its absence. But Great Britain is an enormous consumer of apples. In the month of September there are one or two apple buyers in nearly every hotel in the valley, and maps of England adorn the walls with an arrow pointing to the donor's place of business in Covent Garden. The United Fruit Companies, a federation established in 1912, market from a quarter to one-third of the valley's apples, and exercise a controlling influence over freights, working in close co-operation with the Dominion Atlantic Railway (which maintains a special service of refrigerator cars), and having a seat on the North Atlantic Shipping Conference. They market potatoes as well as apples and apple products, and buy for their members on the rebate system flour and feed, fertilizer, seed, sprays, etc. There is much talk nowadays of direct shipment and elimination of the

middleman. This organization's experience is illuminating. For they have found:—(1) That it does not pay them to have their own selling organization in London. They send the bulk of their stuff to Messrs. Goodwin, a firm of fruit brokers with equipment in every leading port. (2) That the great consumers' federations in England and Scotland, The Co-operative Wholesale Society and the Scottish Co-operative Wholesale Society, although big buyers from them, will not place orders direct at guaranteed prices. These bodies, following the tradition of British trade, insist on buying in the open market from all countries, as the various shipments come in. This should be noted by those who foresee the elimination of the Grain Exchange by contracts for direct dealing between the newly formed Wheat Pools in the west and British Co-operative Societies. (3) That a more valuable form of direct trade is direct shipment to the centres of working-class consumption. For the apple business London is no longer the *entrepot* for England. Manchester, with its superior facilities, now comes first. The ships reach Manchester by the Manchester Ship Canal. On arrival, samples are taken to the auction room, and in a great many cases the fruit is loaded directly from the steamer to the car for shipment to the purchaser without any extra handling. Ample sorting space and a minimum of handling are very important with this commodity.

Conversely, there is no doubt that the intrusion of British buyers into the valley is carried too far when these buyers (or their allies) buy land and lend money so as to secure supplies. For this stimulus is not needed. The British Co-operative Wholesalers made the same mistake in establishing creameries in Ireland, and had to retire after much friction.

The scientific line of demarcation therefore, seems to be:—in Canada, a federation of local societies with access to technical knowledge at the Dominion Experimental Farm in Kentville: federal control of the purchase of raw materials and the sale of the finished product: regulation of the flow of shipments from this side with reference to competing shipments from the States or other parts of Canada; in Great Britain, sale on commission directly to the main centres of consumption. This leaves the British consumers' organization free to take their pick of the world's products. At first the constituent companies abused their market, shipping an excess of "Number 3's." The high-class box shipments of British Columbia have been a wholesome challenge; and while there is no reason to change from barrel to box (for the



fancy trade is considered after careful examination to yield little profit), there is every necessity for establishing a reputation for a uniform pack and high average quality.

If the Maritime Provinces are to enjoy stable progress (and they must risk no more set backs) they must develop naturally. What further forms can this development take?

(1) *The strengthening of their permanent agriculture*, which means for them, as for most countries, dairying in its various forms. Hay and oats are the fodder crops of the Maritime Provinces. The yield of hay in the "inter-vale" land and the marsh lands along the coast is exceptionally rich. Hay and oats are in universal demand, and traded in almost like currency. Under modern methods, cow-keeping brings with it the raising of pigs, skim-milk for the consumption of the by-product; and a well stocked dairy farm carries side-lines such as turkeys and hens. In the lean years of 1921-23 bacon production for the English market was one of the few paying enterprises on the prairies, but hog prices have fallen in Canada and the United States owing to increased production (though they have momentarily revived under the stimulus of high priced corn). The United States in August, 1924, were carrying fifty per cent more butter in cold storage than in August, 1923, and fifty per cent above the average. On the British market Denmark is again re-established; and by the help of improved conditions of refrigeration, New Zealand butter has made sensational progress, beyond that of other countries in the butter fat equivalent of butter and cheese imported into the United Kingdom in the year ending March, 1923. Therefore the export outlook is not promising. But a country cannot live in stability on export specialties. Among its own population it has a limited demand for whole milk which no competition can remove. Even if their exports are limited, the "Maritimes" must keep their dairying up to export pitch, or they will find themselves in the ludicrous situation of eating New Zealand butter. Moreover, dairying and its allied products lend themselves excellently to co-operative handling. Of this the Prince Edward Island egg circles are a notable example. Launched in 1912 by the Dominion organizer, Mr. T. A. Bension, they have enrolled 3,000 out of the 10,000 farmers on the Island. They have a central marketing organization, but the emergence of a new competitor in the eastern markets—the B. C. Poultrymen's Co-operative Exchange, with its one and one-quarter million eggs, and five-year contracts with its members—calls for still keener efforts and possibly for a single Dominion organization.

(2) *More orderly development of forest resources.* Lumbering is now the big man's job, and it must be the concern of the Provincial Government to see that their resources are not foolishly mortgaged to strangers, and that the rival claims of lumber and pulp are judiciously determined. But there is much valuable hardwood in the settled parts of Nova Scotia; and it is patiently under-worked. Here and there one sees a flourishing little plant, with steady employment and a steady market—at Liverpool, New Germany, Isaac Harbor (Guysborough county), Southampton (Cumberland county), Carleton (Yarmouth county), and Annapolis. These plants produce children's sleds, rocking horses, skis, packing materials and boxes, "dowells" for furniture, broom and mop handles, hardwood floorings, etc. Could not the market for these products be organized and extended? In St. John the writer was told that though local money can be had for a speculative mining venture in Ontario, a small local man with good connections is looking in vain for a subscription of \$50,000. Communal operation seems to be working well in the Prince Edward Island Brick and Tile Company (Richmond), operated by the Department of Agriculture. It is now turning out drain pipes, bricks and building blocks from Island clay, and it is working at full capacity. But the communal marketing of hardwood products made at scattered points would doubtless be a very difficult task.

(3) *Increased attention to profitable side-lines.* Of these the most obvious is sheep. On many river side farms in New Brunswick there is an interval of rocky land between the farm buildings and the upland arable. The writer met several settlers who expressed surprise and satisfaction at the result of keeping six to twelve sheep (usually Shropshires) under these conditions. Practically no extra cost is incurred, and in the winter they feed from a rack outside the farm. The lambs bring \$5.00 a head and upwards, and in the last three years the price of wool has been steadily mounting. On Prince Edward Island the wool is graded and marketed co-operatively by the Prince Edward Island Sheep Breeders' Association. Where flocks are small, and some of the owners are inexperienced, co-operative handling is especially valuable. "The evident inclination of all markets," the Association reminds its members, "is to pay a premium for first quality products; we are warned that in a short time this will apply to lambs."

Clergymen, realizing the social value of co-operation, have been prominent champions of it. Father Burke of Alberton and Father Gauthier are acclaimed as the fathers of co-operation on Prince

Edward Island. In Cape George, north of Antigonish, N. S., the clergy have actively supported a new development in the canning business. String beans are now being grown there for canning in the lobster factories when the lobster season is over. This is a combination of agriculture and fishing which is mutually beneficial.

(4) *Road improvement and encouragement of the tourist traffic.* In this Nova Scotia has made astonishing strides during the past year. At Craignish, near the Gut of Canso, last September the writer passed twenty teams engaged on road work. Indeed in Cape Breton the road maker is everywhere. The advantages of the tourist traffic are so obvious and so well understood in places like Vancouver Island and Switzerland that it is unnecessary to labour the point. An automobile brings the consumer to the spot where things are grown and made. There is no tariff, and he pays the cost of transportation. A demand is created for good hotels and *objets de luxe* characteristic of the locality. You no longer see in Nova Scotia what you see in most hotels along the St. John Valley—pictures of the Selkirks and the Rockies presented by the railway companies. For a picture of the Grand Falls, N. B., you look in vain. But the Annapolis Valley lets you know that it is the land of Evangeline, and Cape Breton that it once had a giant, Angus McAskill, one charge of whose pipe exceeded two ounces. Small scale industries have been in the past the best friends of the Maritime Provinces. Industries on the border line between utility and art are by nature on a small scale, and need not fear the heavy hand of the 5, 10 and 15 cent store.

The drain of the war, being superimposed on the long period drain to the wealthier United States, made Canada's post-war problem a problem of re-settlement as well as of new settlement; re-settlement of the soldiers who had been dislodged by the war, and settlement of newcomers from overseas. Success along both lines is dependent on the same things; an inherently sound economic position; individual character and community morale; a settlement service with funds to lend, and a policy.

Many Canadians came back with wives from the Old Country; in these provinces this part of the harvest of war has been fruitful and good. The writer collected a number of instances. In the new Blue Bell district (N. B.) the wife of one settler had been in clerical employ in Folkestone. He himself had little experience of pioneer farming, and was having a hard fight; but his prospects were increased by the capability of his wife. She kept a good table

of home-made food, and her three children were tidy and beautifully dressed in home-knitted jerseys. In the same district a Scotswoman was turning oats in the field with her three little girls, while the husband was carrying vegetables to the station. Her first idea in economic life was to pay cash; and if she must owe, to owe no one but the Soldier Settlement Board from which they held their land. Another Scottish girl, with the caution of her race, came out to inspect the place first, and finding it to be a large market garden outside Sydney consented to settle there. The husband is now a County Councillor. A third, a Scottish gentlewoman, with some means of her own, came out at the age of 35 and showed a marvellous power of adapting herself to farm life. She brought to live with her a family friend, who was persuaded to buy a Ford car for the joint establishment last year. There are of course instances where the man being rough and a bad manager has caused his wife to lose heart, or where the woman, having become too habituated to town life, sighs for tram and cinemas, and abuses "this God-forsaken country." But the Soldier Settlement Board Supervisors are agreed that on the whole their settlers' wives from the Old Country are good managers. Great Britain is the only English-speaking country whose working class has an unshakable tradition of cash payments, and in Canada this tradition is sometimes weak. The co-operative stores created this tradition in Great Britain, and the housewives made the "coops". The one outstanding successful "coop" in Canada is the British Canadian Co-operative Society, Limited, in Sydney Mines, where the turn-over was one million, two hundred thousand dollars last year. It was founded in 1906 by imigrant Lancashire miners.

Inherent economic soundness is contingent on reasonable land values. The most fruitful soil will not yield a living if it has cost too much. In Eastern Canada land values are remarkably low. The writer was present at two transactions which illustrated this. At Stanley, on a railway about 30 miles north of Fredericton, a farm of 100 acres with a good house and poor buildings was changing hands for \$2,800. Nearly all the land was cleared, and there was twenty acres in oats. The price included land, house, machinery and crop. The same farm outside of Fredericton would have sold for fifty per cent more. At West Gore, east of Windsor (N.S.), on the edge of the fruit country, a farm of 170 acres, 45 cleared, with a small orchard worth \$300, and a very small but remarkably tidy house changed hands at \$1,000. This was the price originally paid for the property in 1888. When the Dominion Royal Commission

was at St. John in August, 1914, they were so puzzled by the cheapness of the land that they enquired whether "there was not some drawback that was not apparent." The question is even more puzzling to-day; for in the interval motor roads have been built, and the Trans-Continental Railway has been opened. It is difficult to resist the belief that a wider knowledge of prospects and a comparatively small amount of new settlement would quickly cause a very considerable stiffening of values.

In all businesses character is essential to success. But in the large factory it is critical only at the top. The farming community is made up of thousands of small self-employers; the place of work is the house, and one meets with wide variations which can be attributed only to the character of the settler and his wife. Here are a couple of poor farmers on unpleasant terms with the neighborhood and owing money all round. The one has a ready pen; the other a ready tongue. The one, who at 9.30 in the morning is only just driving in his cows to milk, lost money on his lumber, because his horses were too poor to work, and he had to hire outside. The other in mid-September had not cut his hay because the friend who had promised to help had failed him. Here, on the other hand, is a man with a South African ribbon and suffering from shell shock, who is coming through on a much harder undertaking. His son has helped him to build a new house, and his wife (they are from Bournville, England) has domestic skill and a fierce determination to pay cash. Here, lastly, is a Canadian farmer with a Canadian wife. He lost a leg in the war, but he is actively managing his farm. He has nothing but pure-bred stock, Lakenvender birds, Short-horns, Oxford Downs and Clydesdales.

So much for individual character. Out of individual character community spirit is built up. Co-operative organization for purchase and sale exercises a binding force on a community, and herein lies its supreme social value. There is a great yearning in the Old Country for group settlement, and many fancy schemes have been evolved. The trouble is that there are no longer any vacant lots of fertile prairie adjoining railways. Whether in the east or in the west, infant communities must now either clear the land of timber or exist for a time without roads and railways. The Soldier Settlement Board has a new area of settlement of former Crown land in the Blue Bell district near Grand Falls, New Brunswick. The settlers have been able to turn the timber to good account, cutting it for sale, and also building themselves houses out of it. But of all their assets the greatest is a Yorkshire lady, a trained nurse

who helps the little Blue Bells into the world at \$2.00 a head. The Danes in the adjoining community of New Denmark are held together by their common foreign origin. To the Old Country settler this bond is denied, but our clergy and school teachers have here a chance to keep alive the memory of home by building up a community spirit in which the old and the new are mixed.

Finally, for successful settlement from overseas there is needed a settlement service with adequate machinery. This Canada has in its Soldier Settlement Board, established primarily to settle Canadian soldiers, and now extended to deal with selected agricultural settlement from the Old Country. In the past the impetus to the west was intensified by the policy of the railway companies, which had railways running to the west and land in the west. The Soldier Settlement Board, having equal interests in all the provinces and local knowledge of all of them, is concerned only with equalizing the opportunities over the Dominion as a whole. Its task in Eastern Canada is to take up the slack. But the task is difficult, for it is not easy to change the flow of settlement without creating disappointments. Some good farms have been abandoned or are in temporary occupancy; but very often the last owners have been poor men who have left behind the marks of their unworthiness. Conversely, established farmers, after declaring their ability to find wage and board for a limited number of intending settlers, and after failing to secure any, are feeling sore. It is, as it were, a spell that has to be broken. Prophecy is dangerous, but the writer is persuaded that it is on the point of being broken, and that the moment of the Maritime Provinces has arrived.