



Maritime Union

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WITH the unexampled progress of our Dominion and its vast material development new conditions have arisen presenting new problems for solution. Among these is the decreasing ratio which the area, population and representation of the three provinces by the sea bear to the federal union, augmented as it has recently been by the addition of the provinces of Alberta and Saskatchewan. For years the Maritime Provinces have been almost stationary in population, while the tide of immigration has been setting toward the West, and, accentuated by a recent loss of representation, the people of New Brunswick, Nova Scotia and Prince Edward Island are asking themselves whether the future holds for them economic and political effacement or development. Canada is too broad, in spirit as well as in area, to permit the effacement of any integral portion of her federation; development, then, and not effacement, must be the answer. To shew how that development can best be secured and effacement prevented is the object of this short article on the subject of Maritime Union, a subject which was discussed and nearly consummated before Confederation was considered, and which was only set aside because of the greater attractiveness of the larger idea. Then the dominating thought was that of mutual trade and mutual defence. To-day the subject is agitated as a means of preserving the individuality and ensuring the due recognition of the smaller members of the federal union.

In the January, 1905, number of the Review of Reviews, discussing the proposed admission to statehood of Arizona and New Mexico, the editor said: "The chief advantage of admitting Arizona and New Mexico now as a single state would be that this would end the mischievous political agitation for their separate admission—a scheme fostered chiefly by selfish private interests." Again, "The inequalities among the states already present sufficient difficulties. It is the part of statesmanship to prevent the multiplication of such difficulties." When we reflect that until recent years the West of the United States has been almost entirely dominated by the money power of the East; that the lack of great waterways leading to the interior of that country compelled the development of the centre and of the West to wait until the East was old, rich and established; and that the power thus gained is beginning gradually, but surely, to pass away toward the sunset, we can understand the spirit of the extract to which reference has been made.

With us conditions are vastly different. Our West can be reached by aid of our great waterways in summer and in winter by the railroads which we have built. United States connections cause the West to have but little regard for us of the East from the purely commercial point of view. Again, they do not depend upon the wealth of the Maritime Provinces for their development; they now are or soon will be far more wealthy themselves. Therefore, in Canada, our aim must be not to dominate the West but so to act as to preserve the political balance of the Dominion.

A study of the statistics, taken chiefly from the Canadian Year Book of 1904, will be instructive, both as to population and area.

POPULATION.

New Brunswick (last census)	331,120
(A gain of only about 3 p.c.)	
Nova Scotia	459,574
(A gain of about 2 p.c.)	
Prince Edward Island	103,259
(A loss of about 5 p.c.)	
Total	893,953
Compare these with	
Manitoba	255,211
(A gain of more than 67 p.c.)	
Territories (before erection of new provinces)	211,649
(A gain of more than 211 p.c.)	
British Columbia	178,657
(A gain of more than 80 p.c.)	
Total	645,517
Ontario	2,182,947
(A gain of about 2 p.c.)	
Quebec	1,648,898
(A gain of about 10 p.c.)	

In 1902, 1903 and 1904 Canada received in round numbers 325,000 immigrants, of whom the United Kingdom supplied 107,000, the United States 121,000, and other countries 97,000. Nearly all these people went into our West, the Maritime Provinces, especially, getting but a handful. It is a fact worthy of note that in England intending settlers are persuaded by Government officials to go to the West and emigration to the Eastern provinces is discouraged. The writer has in mind an instance of a farmer in New Brunswick, who, as he expressed it, "had to fight the officials to get any information about New Brunswick at all." What can the result be but that by the next census the Western group will very largely exceed the Maritime Provinces in point of population?

The next consideration is that of area.

	Square miles.
New Brunswick	27,985
Nova Scotia	21,428
Prince Edward Island	2,184
	51,597
British Columbia	372,630
Manitoba	73,732
(And Manitoba feels that she is too small, though half as large again as the Maritime group.)	
Ontario	260,862
Quebec	351,873
Alberta	275,000
Saskatchewan	275,000

These figures enable us to realise the territorial insignificance of the Maritime Provinces.

REPRESENTATION.

The recent decision of the Privy Council, affirming that of the Supreme Court of Canada, establishes the principle that the Maritime Provinces must not fall behind the rest of Canada by more than five per cent. in increase of population or they will be proportionately deprived of their federal representation. While as a general principle this may seem to be fair, yet the present separation of interests within those provinces necessarily