

even from the older settled portions of southern Manitoba. Thus while the urban population of the country increased by 1,259,165, the rural population increased by only 576,163. This increase of rural population was more than represented in the western provinces. In all of the eastern provinces except Quebec, the rural population declined during the decade; even in the two western provinces of Manitoba and British Columbia the increase in the urban population considerably exceeded that in the rural. Thus in the western provinces from Manitoba to the Pacific Coast while the rural population increased by 638,494 the urban population in these almost entirely new districts increased by 478,526. In the previous decade the relative increases in these regions were, rural population 399,344; urban population 198,825, or as two to one in favor of the rural population.¹

Almost the only permanent services rendered by the urban population in the newly settled districts are those of distribution and transportation of goods, with little manufacturing, except lumber in the timber districts and coal mining in Alberta and British Columbia. It is therefore an interesting question as to how so large an urban population could be maintained in a country which is chiefly concerned with the breaking up of new lands and the simpler forms of agriculture. On a closer survey it is found that the greater part of the urban population in the western provinces was supported by the building of the railroads which opened up the country, but more especially through the construction of the very towns and cities which grew up along these railroads and into which the newer population poured, stimulating and expanding the general atmosphere of speculation and the promotion of local enterprises of a purely temporary nature. Needless to say, not only was the railroad construction

¹ Canada Year Book for 1915, p. 77.